

# NATIONAL FISHERMAN

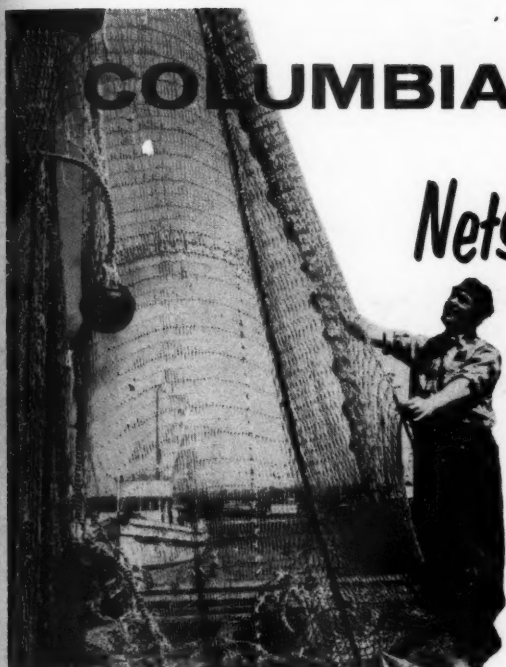
DECEMBER  
1958

DEC 22 1958

## COLUMBIAN NYLON ROPE

*Nets You a Bigger Profit*

**ON EVERY  
CATCH!**

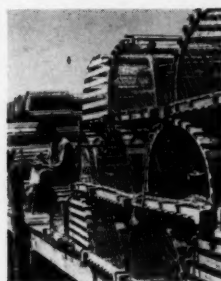


*Tougher... Stronger Columbian Nylon with  
Long-Term Economy Is the Safest Rope You Can Buy!*

Trawling... seining... gilling... lobstering... however you fish, the catch is your bread and butter and Columbian Nylon makes it safer, surer, more profitable.

Columbian Nylon in nets and lines saves many catches that would break lesser ropes... far outlasts and outwears them, too. They can be coiled while wet, natural waterproofing eliminates rot and fungi damage. Columbian Rope is stabilized too... retaining its shape and length for longer life.

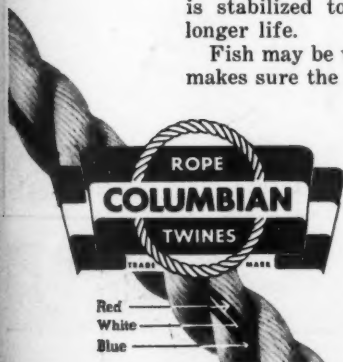
Fish may be where you find them... but Columbian Nylon makes sure the ones you catch stay caught.



Here's a reversal of trend... these lobster pot nets, made of Columbian Nylon, will far outlast the traps.



No stress or strain, even the largest catches are safe inboard because Columbian Nylon is stronger... lasts longer.



## COLUMBIAN Rope Company

Auburn, "The Cordage City," New York

Columbian Nylon Rope is made by the Manufacturers of the famous Columbian Manila Rope with the red, white and blue markers.

# The Engineer's Field Report

CASE HISTORY  
Chevron Pressure  
PRODUCT Primer System

Allman-Hubble Tugboat Co.,  
FIRM Hoquiam, Washington

## Priming System starts diesel on 1st or 2nd turn — saves batteries and eliminates fire hazard



COLD WEATHER STARTING is no problem aboard the Ranger, (above), 43-foot work boat operated by Allman-Hubble Tugboat Company in the Aberdeen-Hoquiam area. A small steel cartridge, charged with Chevron Priming Fuel, fires her 150 h.p. Caterpillar D-17000 power plant on the first or second turn—avoiding the usual long cranking period that exhausts batteries. Mr. Howard Hubble, skipper of the Ranger, is shown (right) inserting primer cartridge in Chevron Pressure Primer Discharger mounted on engine. "This system," Captain Hubble says, "not only saves batteries, it gets away from the dangerous

**FREE FOLDER** tells you more about Chevron Pressure Primer System and how to install it on different engines. Write or ask for it today.

**FOR MORE INFORMATION** about this or other petroleum products of any kind, or the name of your nearest distributor, write or call any of the companies listed below.



TRADEMARK "CHEVRON" AND DESIGN REG. U. S. PAT. OFF.



practice of holding a rag soaked in starting fluid up to the breather cap. You get a safe, controlled charge, with no danger of fire or a cracked cylinder head caused by a racing engine." The Chevron Pressure Primer System is Coast Guard approved. It starts diesels in less than 10 seconds at -50°F.

### Why Chevron Pressure Primer System helps starting

Volatile Chevron Priming Fuel atomizes in induction system at temperatures as low as -65°F. Pressure or weakest spark from engine fires mixture.



Simple, rugged discharger prevents priming fuel leakage. Small, safe steel cartridges protect priming fuel from water and dirt.

STANDARD OIL COMPANY OF CALIFORNIA, San Francisco 20 • STANDARD OIL COMPANY OF TEXAS, El Paso  
THE CALIFORNIA OIL COMPANY, Perth Amboy, New Jersey • THE CALIFORNIA COMPANY, Denver 1, Colorado

How

An  
the c  
with  
men  
serve  
H. Be  
Lowes  
Fisher  
Organ  
The  
are c  
"On t  
Popul  
her m  
don.

In t  
metho  
of fish  
ing so  
exam  
ings i

After  
two fi  
mulae  
dict t  
any fi  
into a  
cruit  
death.

An  
tions  
demen  
Here,  
best r  
strict  
effort  
war p  
mesh  
condit  
mate  
or per  
tion in  
increa

At  
this c  
870,00  
were  
coast  
probab

Put  
tions a  
of the  
increa  
effecti  
measu  
effort.

If t  
these  
and v  
world,  
volutio

It w  
seekin  
metho  
mine  
those  
sible  
fishery

This  
greate  
indust  
partic  
trying

DECEMBER

# The Lookout

## How to Catch More Fish

An increase of 25 to 50 percent in the catch of fish can be obtained with fewer boats and fewer fishermen, if certain regulations are observed according to two Raymond J. H. Beverton, Fisheries Laboratory, Lowestoft, Eng. and Sidney J. Holt, Fisheries Div., Food and Agriculture Organization, Rome, Italy.

The formulae for such increases are contained in a 530 page book, "On the Dynamics of Exploited Fish Populations", recently published by her majesty's Stationary Office, London.

In the book the authors set out the methodology of predicting the effects of fishing on fish populations. In doing so they provide some startling examples of increased catches, savings in and increased profits.

After eight years of work, the two fishery scientists arrived at formulae which can be used to predict the effect of any regulation on any fishery in the world, after taking into account such factors as the recruitment of fish, their growth and death.

An example of how such calculations can be made is provided by the demersal fishery in the North Sea. Here, Beverton and Holt say, the best results can be obtained by restricting to half or less the fishing effort made in the immediate pre-war period and enforced 80-90 mm mesh size for trawl nets. If such conditions were imposed, they estimate the catch would increase by 25 or perhaps 50 percent. The reduction in fishing effort would result in increased profits.

At the present wholesale prices this could mean of more than \$4,870,000 a year. If similar regulations were enforced in the English west coast hake fishery, the effect would probably be an extra \$2,445,000.

Put in other words, such regulations as these, based on the formulae of the scientists, would result in an increase of about a third in the effectiveness of fishing effort as measured by the catch per unit of effort.

If the methods put forward by these men are proved commercially and were adopted throughout the world, the effect could well be revolutionary.

It would mean that in all countries seeking to develop their fisheries, a method could be applied to determine the optimum exploitation of those fisheries. It could become possible to predict the yield of any fishery.

This is an achievement of the greatest importance to the fishing industries throughout the world, and particularly to countries who are trying to develop their fisheries.

# NATIONAL FISHERMAN

The Fishing Industry Magazine

Vol. 39 No. 11

December 1958

## CONTENTS

Gulf Concerned Over Territorial Waters Dispute	7
Top Bait Boat Converts to Seiner	8
Gloucester's New "Grace & Salvatore" is Fast Boat	9
National Steel Launches Clipper "Lois Seaver"	10
Drumming Muscle May Reveal Habits of Haddock	10
University of Washington Attains New Hatching Speed	11
California Man May Have Answer to Salmon Deaths	13
Maryland, Virginia Agree on Potomac Control Commission	14
North Carolina Reports Laboratory Rearing of Blue Crabs Successful	15
Maine Lobstermen Oppose Federal Boating Act	16
"St. Marco" One of Top Boats in Boston's T-Wharf Fleet	19
Louisiana Shrimp Association Organized in Golden Meadow	26

## REGIONS

North Atlantic	16
South Atlantic	14
Gulf of Mexico	26
Great Lakes	23
Pacific Coast	11

## DEPARTMENTS

Fishery Progress	5
Equipment & Supply News	24
Boat Catches	29
Where-to-Buy Directory	32
Foreign Bailings	33
Boat & Gear Mart	34

P. G. LAMSON  
President

GARDNER LAMSON  
Publisher and Editor

D. M. STRICKLAND  
Managing Editor

Publication Office: National Fisherman, Goffstown, N. H.—Hyacinth 7-4821

Formerly Atlantic Fisherman, Established 1919. Published monthly by Atlantic Fisherman, Inc.



Member: National Business Publications and  
Business Publications Audit of Circulation



Pacific Representative: Murray Bothwell, 234 E. Colorado St., Pasadena 1, Cal.—Ryan 1-9155

Accepted as Controlled Circulation Publication at Manchester, N. H.

Yearly subscription rates: United States, \$4; Foreign, \$6. Single copies, 50¢



# Capt. Joseph Giacalone Proves WAUKESHA

## Reliability and Economy in Boston Dragger "ST. MARCO"

Five months ago, the 80' Boston dragger "St. Marco" was repowered by Hathaway Machinery Co. with a Model LRDBM 335 hp. Waukesha Marine Diesel. Today the vessel is one of the top money-makers in the T-Wharf Fleet.

Here's what Capt. Joseph Giacalone says about his engine: "The Waukesha is a wonderful engine—just the right one for my boat. It gives us plenty of power—more than we need. We keep up with the best boats when towing, and you can't beat our Waukesha for maneuvering. It is very economical on both fuel and lube oil. Hathaway's



The "St. Marco" is powered with a Defender Model LRDBM Waukesha Diesel, 6 cylinders,  $8\frac{1}{2}$  x  $8\frac{1}{2}$ , 2894 cu. in. displacement, 335 hp. continuous duty at 1200 rpm. #3774 Snow-Nabstedt 3:1 reverse-reduction gear.

provided good installation facilities and they have given us excellent service. In our business, service really counts." You can't beat Waukesha for reliability and economy, plus efficient Hathaway service.

## Hathaway Has Everything for Fishermen!

Authorized Distributor for

### WAUKESHA MARINE DIESEL ENGINES

Six Basic Engines 100-990 H.P.  
Normally Aspirated and Turbocharged

Authorized Distributor for

### THE SNOW-NABSTEDT GEAR CORP.

Full Stock of Parts for Engines  
and Marine Reverse-Reduction Gears

### Complete Sales, Service, Installation Facilities

Special equipment for turning any size damaged crankpin without removing crankshaft from engine

Large Stock of Propellers and Monel & Tobin Bronze Propeller Shafting

### Manufacturers of HATHAWAY

Winches—Deck Machinery  
Stern Bearings—Stuffing Boxes

#### Distributors of

Goodrich Cutless Bearings  
Aeroquip Flexible Hose  
Safety Generators, Regulators  
Exide Marine Batteries  
Ingersoll-Rand Air Starting Motors  
Kewanee-Ross Heat Exchangers  
Columbian Rope  
Roebbling Wire Rope

# HATHAWAY MACHINERY CO., INC.

HATHAWAY-BRALEY WHARF, FAIRHAVEN, MASSACHUSETTS

P. O. Box 71—Tel. Wyman 5-7891

Complete Wharf Service for  
Mobil Diesel Fuel, Lube Oil, Ice

Modern Brass Foundry for  
All Non-Ferrous Metals  
Lead Keels Cast to Order

Authorized Service Station for  
American Bosch Fuel Injection

► McC

Thom  
the Oys  
ica, has  
mittee  
against  
new co  
McPhill  
ing Cor  
The  
Japan i  
the can  
United  
ery pro  
panded  
ned oys  
Statist  
clearly.  
1948-19  
pounds  
an incr

► App

A. W  
Bureau  
been ap  
son offi  
culture  
connect  
second  
to be h  
April, 1  
More  
appoint  
gress v  
tended  
pants.  
govern  
archite  
marine  
pers, an  
Perfo  
the Co  
fishing  
vessels  
produc

► Elec

Mc  
both F  
elected  
Among  
Hollan  
Mass.)  
rough  
Jackso  
(D-De)  
New  
to show  
Muskie  
Randol  
(D-Cal  
Most  
Mercha  
membe  
chairm  
(D-Ala  
The  
of Ma  
Purtell  
the Ho  
Califo  
Sheeha  
Jersey  
Sena  
Salton  
(D-Fla  
ago.

DECEME



### ► McGinnes Import Committee

Thomas D. McGinnes, president of the Oyster Institute of North America, has appointed a special committee to help in the counteraction against Japanese rising imports. The new committee is headed by James McPhillips, of the McPhillips Packing Corporation, Mobile, Alabama.

The rapid rise of imports from Japan is posing a serious problem to the canned oyster industry of the United States. Seldom has any fishery product from overseas been expanded as fast as the Japanese canned oyster.

Statistics present the picture clearly. Over the 10 year period of 1948-1957, imports rose from 11,955 pounds to 2,432,215 pounds. This is an increase of 203 percent.

### ► Appointed to Boat Congress

A. W. Anderson, assistant director, Bureau of Commercial Fisheries, has been appointed to be the official liaison officer with the Food and Agriculture Organization, Rome, Italy, in connection with the forthcoming second World Fishing Boat Congress, to be held at FAO headquarters in April, 1959.

More than 40 governments have appointed liaison officers to the Congress which is expected to be attended by several hundred participants. They will include the government representatives, naval architects, builders and designers, marine engineers, boat owners, skippers, and fishermen.

Performance will be the theme of the Congress and will deal with fishing tactics, construction of fishing vessels, sea behavior of boats and productivity.

### ► Election Results

Most of the fisheries leaders of both Houses of Congress were re-elected in the November elections. Among the re-elected Senators were Holland (D-Fla.), Kennedy (D-Mass.), Pastore (D-R. I.), Yarborough (D-Tex.), Byrd (D-Va.), Jackson (D-Wash.), and Williams (D-Del.).

Newly elected Senators expected to show interest in the fisheries are Muskie (D-Me.), Hart (D-Mich.), Randolph (D-W. Va.), and Engle (D-Cal.).

Most of the House Committee on Merchant Marine and Fisheries members were reelected including chairman Bonner (D-N. C.), Boykin (D-Ala.), and Tollefson (R-Wash.).

The industry lost Senators Payne of Maine, Potter of Michigan, and Purtell of Connecticut. Defeated on the House Committee were Allen of California, Robeson of Virginia, Sheehan of Illinois, Dely from New Jersey and McIntosh from Michigan.

Senators Magnuson (D-Wash.), Saltonstall (R-Mass.), and Smathers (D-Fla.) were re-elected two years ago.

## FISHERY PROGRESS

### ► Double-Rig Leaflet

The Bureau of Commercial Fisheries recently released a new publication on double-rig shrimp trawling in the Gulf of Mexico. A recent major development in the shrimp fisheries of the Gulf and South Atlantic Coast is the wide spread conversion of conventional trawlers from single to two-trawl rigs.

The immediate purpose of the leaflet is to provide owners of conventionally rigged shrimp trawlers with the basic information required for conversion to double-rig trawling. Although this method of shrimping has reached a successful stage in its development it is still evolving, and improvements are frequently made by members of the industry.

### ► Holdings and Freezings

Fishery products cold storage holdings of nearly 208 million pounds on October 31 were about 1 million pounds over October 1957. Holdings of frozen fresh water fish items totalled 11 million pounds, approximately the same as last year, while shrimp holdings of 31 million pounds were 3 million over the year before. Salmon holdings increased 2 million pounds, ocean perch 1 million, and whiting holdings went down 2 million. Trout and whitefish were off slightly.

The amount of fish and shellfish frozen during October totaled 33 million pounds compared to 28 million for October of the previous year. The amount of shrimp frozen increased nearly 2 million to 10 million pounds. Salmon freezings were up to a million, while ocean perch remained about the same. Total fresh water fish freezings nearly doubled to help boost the total of fish and shellfish frozen in October 1958 to 4.8 million pounds over the 1957 figure.

### ► Fisheries Loan Fund Report

Late October figures show a total of 482 applications for fisheries loans totaling \$17,228,290 have been received by the Fish and Wildlife Service. Of those, 260 (\$6,924,252) have been approved, 163 (\$4,923,938) have been declined, 36 (\$1,564,126) have been withdrawn, and 23 (\$2,914,514) are pending.

Because several of the pending cases have been deferred indefinitely at the request of the applicants and collections have been increasing, sufficient funds have been available to process all other applications when received. Funds are expected to be available to assure prompt handling of new applications.

### ► New Type Winch-Head

In an effort to eliminate manual handling of wire cables in two of the operations connected with the otter trawl fishery, the Bureau of Commercial Fisheries recently installed a new type winch-head on board the Bureau's exploratory vessel *Delaware*.

Fabrication of the new winch head was completed only recently. The inner drum of the winch is flange-protected to guard against excessive wire build up, with a holding stud fitted into the center of the drum for attaching the eye splice in the end of the wire.

During testing, operations were handled smoothly and speedily on the new drum without manual guidance of the wires.

Application of the device is limited at present to boats equipped with trawling winches capable of reverse action. Because of difficulty in removing wire from the drum the winch must be reversed unless sufficient slack is present to allow the wire to be slipped off the drum.

### ► Want Law Change

Congress will be asked in its 86th session opening January 7, 1959 to assist the domestic groundfish fillet industry by over-ruling a U. S. Treasury decision of a year and a half ago.

The decision allowed foreign frozen fish blocks consisting of fish bits and trimmings to come into the U. S. at a duty of only 1 cent per pound instead of the usual 2½ cents.

Albert E. Martel, deputy collector of customs in Gloucester, Mass., said "We have been taking samples of all such entries of blocks and have forwarded them to government laboratories in Boston.

"In most instances they were shown to be composed of full sized fillets and only a very few bits or trimmings. In some cases the fillets have been chopped up so as to appear as fish bits."

Martel said that the U. S. Customs has instituted a suit in Federal Court in New York against the foreign producers in an effort to recover the extra 1½ cents per pound. Eventually you'll find the Customs won't let any blocks in at a cent a pound."

### ► N. E. Catch Tops 1 Billion

According to the Bureau of Commercial Fisheries the commercial fisheries of the New England states during 1957, yielded a record catch of 1,030,883,000 pounds, valued at \$61 million to the fishermen. This was approximately 15 million pounds and \$2 million above the volume and value of the 1956 catch.



## Sometimes Roebling Fishing Rope is too dependable

Strong, eh? Roebling Special Galvanized Fishing Rope is strong enough to do almost—but not quite—a whale of a job (anyway the boat isn't big enough).

One thing that keeps a wire rope manufacturer in business for more than 117 years is the fact that the rope he makes is strong for a long time. This strength factor is eminently true about Roebling Shrimp Rope, Trawling and Purse Seine Rope.

Granted, our illustration shows you *something* about its strength; your distributor waits, right now, to tell you all about it. If he's not in, write Wire Rope Division, John A. Roebling's Sons Corporation, Trenton 2, New Jersey.

Buy From the Guy Who Eats Your Fish

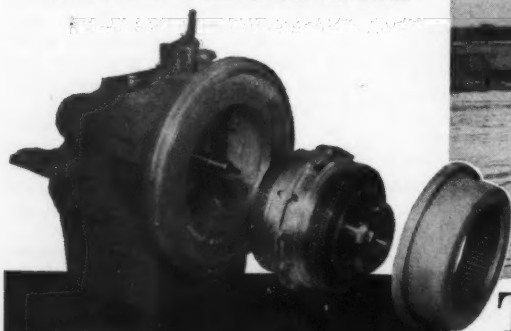
**ROEBLING**

Branch Offices in Principal Cities  
Subsidiary of The Colorado Fuel and Iron Corporation



## "BRISK"

... A REAL  
MULTI-PURPOSE BOAT

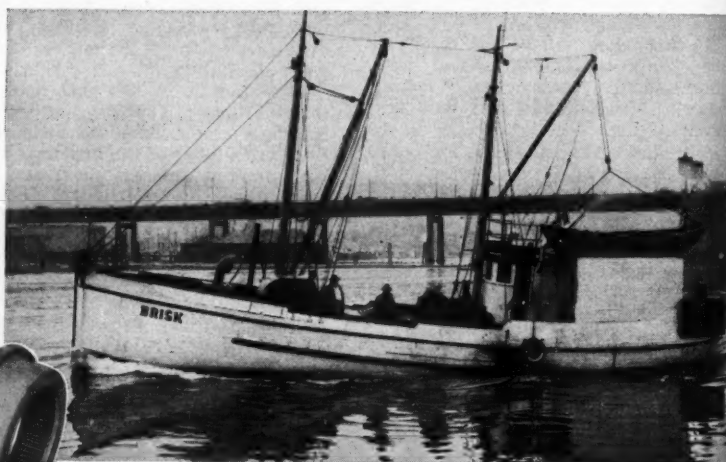


USING

"The  
CAPITOL"

**HYC HYDRAULIC**

REVERSE AND  
REDUCTION GEAR



The "Brisk" is a true multi-purpose boat, being used for dragging . . . for halibutting . . . and for Albacore fishing. For power, Capt. Nels Forstad picked a 190 HP Allis-Chalmers Buda Diesel Engine to turn a 50x43" Olympic propeller through a Capitol HYC 3.88 to 1 Hydraulic Reverse and Reduction Gear.

For smooth performance—fast change from full forward to full reverse in 3 seconds—for maneuverability—and long, trouble-free life—Capitol Gears are preferred by experienced boat owners. Make your next gear . . . a Capitol Gear! Available in ratios—1½:1; 2:1; 2½:1; 3:1; 3½:1; 4:1 and 4½:1.

Send us details of your gear needs. We'll gladly make recommendations based on 52 years of experience.

**CAPITOL GEARS**

AUTO ENGINE WORKS, INC.  
333 (A) N. Hamline Avenue  
St. Paul 4, Minnesota

# Gulf Concerned Over Territorial Waters Dispute

Gulf-Caribbean Fisheries Institute Annual Session also told about midwater fisheries, electric fishing, affect of moon on shrimp

**T**ERRITORIAL waters controversy has a direct effect on the Gulf shrimp industry—Electricity applied to saltwater purse seining—Possible offshore Gulf scallop fishery—were some of the reports heard recently at the Eleventh Annual Session of the Gulf and Caribbean Fisheries Institute.

The eleventh session met simultaneously last month, with the Shrimp Association of the Americas, Southeastern Fisheries Association, and the Atlantic States Marine Fisheries Commission Southern Section.

The groups gathered at the new Barcelona Hotel, at Miami Beach, Florida, November 17-21 to cover varied subjects concerning shrimp, industrial fish, merchandising, biological advancement, and Caribbean and general matters.

Each day discussion panels followed the presentation of speeches by members of the Fish and Wildlife Service, Oyster Institute, The Marine Laboratory University of Miami, and various fish companies. The annual session was opened by chairman F. G. Walton Smith, director, The Marine Laboratory, Miami, Florida and an opening address by Donald L. McKernan, director, Bureau of Commercial Fisheries, Washington, D. C.

## Contiguous Zone Problem Tense

Discussing the territorial waters dispute and the shrimp industry, William R. Neblett of the National Shrimp Congress explained unilateral action by nations is not the accepted way of establishing international law. However, if several nations take similar unilateral action it sounds a serious warning and may foretell the pattern for future conferences. It is a fuse and powder-keg situation.

The Hague Conference of 1930 failed to agree on the limits of the Territorial Sea. By direction of the United Nations the International Law Committee held hearings and studied the Law of the Sea in all of its aspects, including fisheries, and its reports furnished the agenda for the U. N. Conference on the Law of the Sea, Geneva, February 24-April 27, 1958. The Geneva Conference resolved many knotty problems, but failed to reach agreement on the limits of the Territorial Sea or of the "Contiguous Zone". The Contiguous Zone is an area beyond the narrow territorial sea in which a coastal state exercises jurisdiction over fisheries. The two zones are irretrievably interlocked, so that matters of Defense and Fisheries are commingled.

The offshore Gulf shrimp industry made some gains at Geneva in two respects: (1) The Convention on the Continental Shelf, and (2) The Convention of Fishing and Conservation of the Living Resources of the High Seas. The Fishery Convention delicately balances the interests of the coastal state and fishing state. Before any nations had an opportunity to ratify these conventions the issue of territorial waters and the Contiguous Zone was brought up violently by Iceland in the United Nations, as the result of Icelandic unilateral extension of its fishing zone and the United Kingdom's escort of its fishing vessels by warships in this zone.

There were enough nations at Geneva desiring a firm 12-mile territorial sea to block the two thirds passage of any lesser sea. The United States proposal for a six-mile territorial sea, plus a Contiguous Zone of six-miles, preserving historic fishing rights, obtained more positive votes than any other proposal by a narrow margin. The "world moral support" gained by the vote on the U. S. proposal is temporary and a better formula must be found to hold this slight advantage. Neither is the mood

for a conference good at this time with other world problems, such as The Gulf of Aquaba, causing dissonance.

Any increase in the Territorial Sea or the Contiguous Zone vitally affects the offshore Gulf shrimp industry and, in fact, all of the shrimp industry in the east. Should our larger offshore vessels be precluded from distant fishing they would necessarily then compete with the smaller boats and smaller nets nearer home. Our own shrimp stock will not support such a fleet biologically, nor would it be economically sound to operate on the reduced catch-per-effort which would then result.

## Electricity Raises Fish to Pumps

Pumps are used in purse seine fishing to transfer fish from the bunt of the net into the fishhole of the boat, said Conradin O. Kreutzer of the Fish Products Company, Lewes, Delaware. Continuing his explanation of the application of electricity to saltwater purse seining he stated that for this operation the fish have to be "dry" before the pump will start pumping fish. Raising the fish, in order to get them dry, had to be done by manpower or hydraulic power equipment and was often unsuccessful, especially at large sets. The application of electricity promised to solve the problem of concentrating the fish.

A metal cage at the suction end of the pump hose is used as electrode. As soon as the pump catches, the electric field is set up in the water. Within a fraction of a second fish rush towards the cage and form a solid ball around the end of the hose, so the pump will start pumping fish immediately.

Another difficulty, the danger of large fish getting into the hose and blocking the pump, is eliminated since large fish like sharks are stunned and sink to the bottom of the net. Short pulses are used to cut down the power requirements. The shape of these pulses is closely related to the shape of the nerve currents of the fish.

A 10-minute film illustrated the information brought out by Kreutzer in his paper.

## Explorations Show Unexpected Results

John R. Thompson, Fish and Wildlife Service representative, spoke of expanding the industrial fish industry through investigations of midwater and surface school fish potentials in the Gulf.

In January of this year, explained Thompson, the M/V Oregon commenced an investigation of offshore midwater and surface fishery potentials. This project is of particular interest in that it attempts to fill in what has, until now, been an almost completely unexplored marine stratum. With the major exception of the menhaden industry, little exploitation of this extensive region exists. Midwater fish schools of commercial quantity, quality, and availability would allow further expansion of the rapidly growing industrial fish industry and diversification of seafood canning enterprises along the Gulf coast.

A preliminary survey of the potential is now nearing completion. Utilizing a small, British Columbia-type midwater trawl, subsurface schools found on the echograph have been extensively sampled and indicate a fishery potential of some importance. Sampling to date has been restricted, for the most part, to the eastern portion of the Gulf, where at least ten species hold promise for future reduction, bait, or cannery purposes.

A small reference collection of midwater fishes has been formed, and some data has been collected for correlating fish school occurrence and behavior with physical and biological factors. Identification of fish species by their

(Continued on page 20)





Capt. Pete Lipanovich, left, skipper of seiner "Southern Pacific", and Lou Brito, owner of the newly converted San Diego boat.

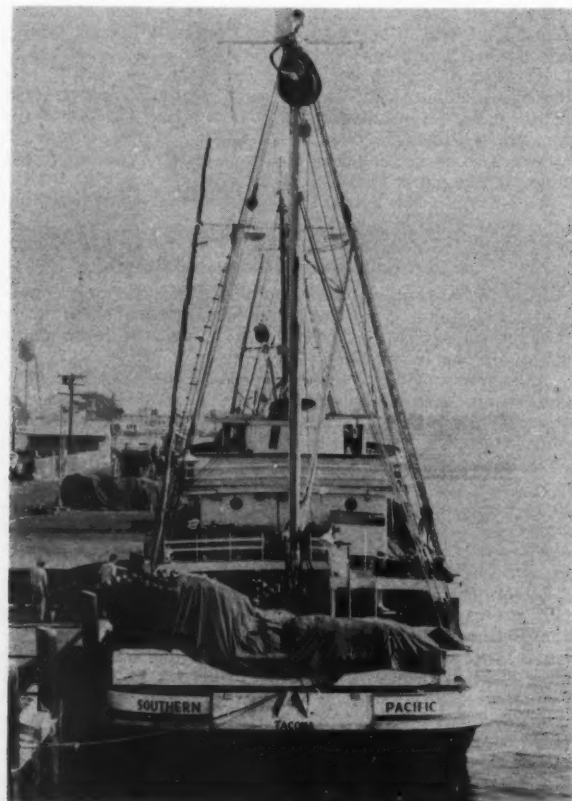
# Top Bait Boat Converts to Seiner

Conversion trend moved by technical advancements in seining

**W**HEN veteran San Pedro fishermen watched the fishing boat *Southern Pacific* glide quietly down the San Pedro channel early in November, they were watching an experiment which may soon bring significant changes to the tuna fishing industry, both here and in other southland ports.

The San Diego boat, owned by Lou Brito of San Pedro, and skippered by Pete Lipanovich of San Pedro, had just completed a \$100,000 plus conversion from a bait boat to a seiner, and was starting on its first trip as a seiner.

Behind the change, which was accomplished at the Al Larson boatyard on Terminal Island, were several years of study by tuna fishermen on the comparative merits of bait boat (by line) versus net fishing; studies carried on as long overdue improvements in basic equipment used on the seiners were making a strong impact on the industry.



Stern view of the tuna seiner "Southern Pacific" showing hydraulic gear used for operating the 50', 10 ton steel boom, and nets, including Marco 35C power block atop the 66' steel mast.

Though the conversion of the *Southern Pacific* is not the first on the west coast, it was significant because Brito's bait boat for years was one of the top producers in San Diego. Also, it represented a continuation of a trend which has already persuaded four bait boat owners to convert their vessels to seiners. The "trend" actually was kicked off by improvements in two equipment items used on seiners, i.e. development of nylon nets and of power blocks to draw in nets.

What made Brito, a veteran of 30 years fishing on bait boats, decide to make such a drastic change? He reasons this way:

"We have been among the top ten boats (bait) in San Diego for 10 years, but bait boats are not progressing. There have been no technical improvements in bait boats for several years. But seining has improved steadily. The new nylon nets, for example, are stronger, and last longer in water than the cord nets. Because they are stronger, they hold bigger loads, and sharks, which often hit the fish in the net, may make a small hole, but it won't spread into a rip that may cost you a whole school."

"Also, with the power blocks, I can haul in a seine in about a third the time as before. So I can spend more time fishing and get more from a school of fish."

Bruto also pointed out there were other factors involved in his decision to convert to a seiner.

"In bait boat fishing, most of our runs have been clear down to Peru, a 30-day trip that uses up 30,000 gallons of fuel. With nets we can work closer in and save time on runs. We now lose almost as much time catching the bait for our later tuna fishing as we spend on catching fish."

"Another factor is that with bait boat most of your fishing is confined to skipjack. With seines we can go for bluefin and yellowfin which bring \$40 or more a ton more than skipjack. We fish all the year around, but seiners working the better fish often make as good a catch in just nine months."

Some support for Brito's views is found in a bulletin issued by the American Tuna Boat Association of San Diego last fall which compared the two types of fishing.

The ATA bulletin began by pointing out that just after World War II several seiners were converted to bait boats because at the time bait boat fishing was believed more profitable. Now, the ATA bulletin said, the reverse is happening with several skippers indicating they may convert back to seining.

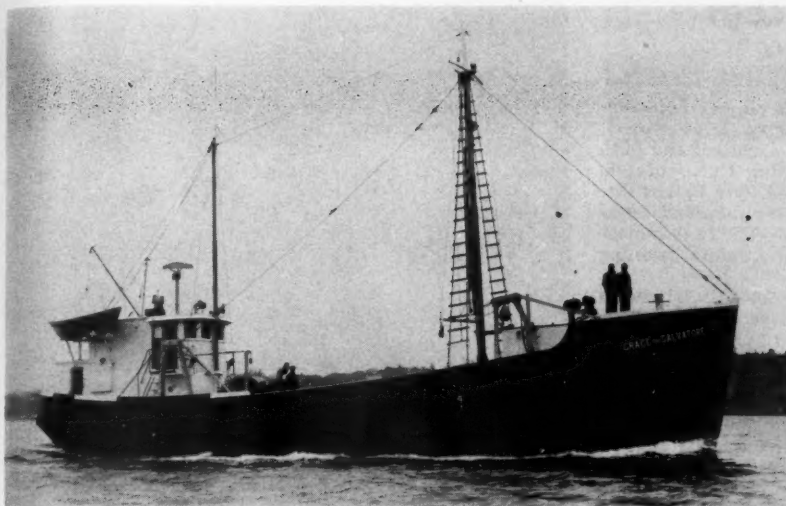
First, the ATA noted that catches of yellowfin and skipjack (combined) has stayed relatively stable for several years with the catches (in tons) since 1947 as follows: 1947, 18,849; 1948, 22,938; 1949, 15,345; 1950, 25,778; 1951, 13,692; 1952, 20,756; 1953, 24,547; 1955, 20,378; 1956, 23,540; 1957, 18,925 and 1958, 21,202 so far.

In contrast bluefin, a species caught mostly by seining, has revived recently after several bad years. After 10,353 tons were caught in 1947, bluefin dropped off to the following catches: 1948, 2760; 1949, 2154; 1950, 1361; 1951, 1929; 1952, 2288; 1953, 4877; 1954, 10,504; 1955, 6740; 1956, 6313; 1957, 9725 and so far in 1958, 13,663, a record year since records were started in 1911.

In addition, the seiners have lately been successful in selling over 2000 tons of bonito to southland canners, a species that the canners have not bought for ten years, which can be successfully fished with nets.

Next, the ATA study noted that the seiners obviously are increasing in efficiency since 43 tuna seiners now operating from San Pedro or San Diego now catch nearly the same amount of fish that a fleet of well over 100 vessels caught 10 or 12 years ago.

The bulletin then cited a study by the Inter-American (Continued on page 20)



"Grace and Salvatore" built for Parisi Brothers, Gloucester, Mass. by Harvey F. Gamage, So. Bristol, Me. Charles Parisi, above, skipper of new 87' dragger.

## Gloucester's New "Grace & Salvatore" Is Fast Boat

**L**ATEST addition to the Gloucester, Mass. dragger fleet, the 87-foot *Grace and Salvatore*, landed her maiden trip of 42,000 lbs. at Boston on November 13. A week later she was in with her second trip of 43,000 lbs.

Owned by the Parisi brothers, Nicholas and Capt. Charles, the vessel was constructed by Harvey Gamage, Shipbuilder, South Bristol, Maine. She was built from a slightly modified version of Dwight Simpson's *Mother Frances* design. On the *Grace and Salvatore*, the sheer line was raised six inches, making her higher sided. Her round stern was made wider on top, with a foot more overhang.

On her trial run, the new boat performed remarkably well, attaining a speed of 13 knots. It is expected that after she soaks down she will get between 11 and 12 knots. The vessel has capacity for 160,000 lbs. of iced fish. Her beam is 19'7" and draft is 9'6".

She has 10" sided oak keel; 3 1/2" thick, double sawn and molded oak frames; 2 1/2" oak planking; and 3 3/4" pine decking. The fastenings are galvanized, and she is painted with International paints.

The *Grace and Salvatore* is powered by a D397 Caterpillar Diesel with Roots blower, rated 450 hp. at 1200 rpm., with Caterpillar 3:1 hydraulic reduction gear. The engine which was sold by Perkins Machinery Co., drives

a Columbian 3-blade, 66 x 36 propeller on a 5 1/2" Tobin Bronze shaft with Goodrich Cutless rubber bearing and Hathaway stuffing box.

Her auxiliary power unit comprises a two-cylinder FR-2 Lister Diesel driving a 125-volt Electro-Dynamic generator and Model 2500 Jabsco pump. The boat also has a Marlow pump, driven from the main engine, and a 2" Warren electric-driven pump. Batteries are 112-volt 8-HHG-21 Surrette.

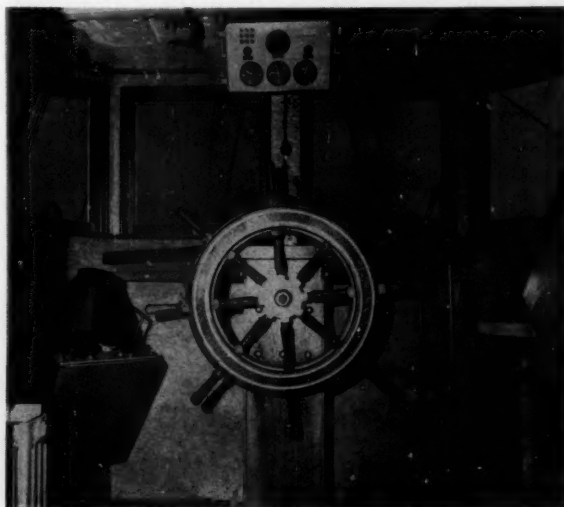
Navigating equipment aboard the vessel comprises a Bendix-Decca Navigator, Bendix DR-5B depth recorder, 150-watt input, Model 178 Apelco radiotelephone, and 10" Bat Lavoie radar, all furnished by Louis Posner Marine Radio Equipment, Inc., Boston; as well as Raytheon Fathometer and White compass.

Dragging gear furnished by Hathaway Machinery Co. includes a Model 653 winch with 18" drums, and necessary hanging, flat and upright blocks. There is a 5 hp. electric fish hoist, and life saving equipment comprises two Pottle wooden dories, two 30" life rings and required life jackets. The vessel is rigged with steel mainmast and mizzen.

The fo'c's'le has eight built-in berths, each with reading lamp; a folding leaf mess table with mahogany top;

(Continued on page 31)

D397, 450 hp. Caterpillar Diesel and hydraulic 3:1 reduction gear on new Gloucester dragger "Grace and Salvatore", sold by Perkins Machinery Co. Right, Bendix-Decca Navigator (over wheel) and Bat Lavoie radar, sold by Louis Posner.



## National Steel Launches Clipper "Lois Seaver"

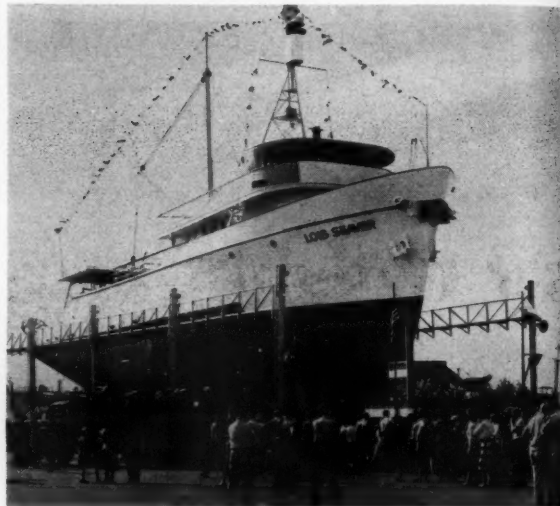
The recently completed, 127-foot tuna clipper *Lois Seaver* is the twelfth of the 340-ton capacity fishing vessels designed by Wendell H. Calkins, naval architect and built by the National Steel and Shipbuilding Corp. of San Diego, Cal., and the tenth to be powered by a Fairbanks-Morse opposed-piston Diesel engine. Her moulded beam is 30' 6" and the moulded depth is 14' 6". The hull is electrically welded, all steel, featuring a longitudinal framing system.

The main engine is a 6-cylinder model 38D 1/4, direct reversing, opposed-piston Diesel rated at 960 hp. at 720 rpm. It drives a five-bladed propeller at 240 rpm. through a 3:1 Western "Sea Master" reduction gear. Fuel capacity is 48,550 gallons with, 4,000 gallons of fresh water and 1,600 gallons of lubricating oil.

There are 22 Fairbanks-Morse pumps aboard the new clipper. Applications include brine water and bait water circulation, lube and fuel oil transfer, fresh water and salt water pressure, bilge, ballast and fire pumping.

In addition to powering the pumps, F-M induction motors are used for driving the steering, deck winch, anchor, cargo winch, and refrigeration compressors. The motors range from 5 to 30 hp.

The *Lois Seaver* and her eleven sister ships represent additions of six million dollars to the San Diego fishing fleet over the past four years. It is estimated that each of the vessels brings annually \$350,000 to San Diego from the gross sale of tuna. Like the others she can cruise 10,000 miles and accomodates 15 men.



The new National Steel and Shipbuilding Corp. tuna clipper "Lois Seaver" has a 960 hp. Fairbanks-Morse Diesel and 3:1 Western Sea Master reduction gear. She will fish for the Breast-O-Chicken label out of San Diego, Cal.

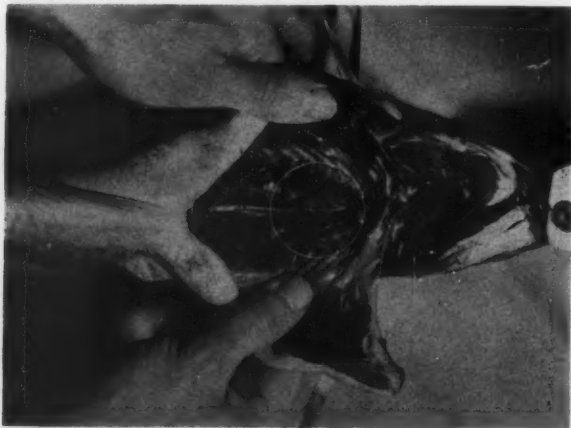
Two additional ships of the same class are currently under construction in the National Steel yard. The vessels are scheduled for delivery in March and April of next year. Like the *Lois Seaver*, they will fish for the Breast-O-Chicken label out of San Diego.

## Drumming Muscle May Reveal Habits of Haddock \*

Biological studies conducted by the Wood's Hole Laboratory require the examination and measurement of large numbers of haddock at the important New England fishing ports. The sex of each of the fish must be determined to permit studies of growth and mortality rate differences between males and females and for studies of spawning behavior and reproductive abilities of the haddock.

The sexes of fish landed in the round are easily distinguished from differences in the appearance of the male and female gonads, the main sexual organs. This method cannot be used for haddock, however, as they are gutted at sea and the gonads are discarded with the rest of the viscera. It has been necessary therefore to develop a method of recognizing the sex of gutted fish.

A gutted haddock fortunately still contains its swim



View showing Haddock's drumming muscle.

bladder and a pair of small muscles, called drumming muscles, attached to it. This organ is very small in both sexes until they reach two or three years of age and become sexually mature.

At this age the drumming muscle of the male increases in size about seven times while the female organ remains small and undeveloped. This difference continues through the life of the fish once they have matured. Since nearly all the fish large enough to be marketed are mature, their sexes can be readily distinguished.

The drumming muscle of the haddock apparently functions as a sound producing organ by vibrating the swimming bladder. This hollow chamber, filled with gas makes an excellent resonating device, functioning in the manner of a drum. Examinations have been made of live haddock and observations show that the vibration of the swimming bladder occurs in rhythm with contractions of the drumming muscle. These observations were made on freshly caught fish, and the sounds they made were probably caused by alarm at being captured.

The vibration of the swimming bladder caused by the drumming muscle can be often noticed in freshly caught haddock. The staccato buzzing sound which results from the vibration can be heard very clearly when amplified with a stethoscope. A tin can with one end removed also works well. The sound can even be heard with the unaided ear. As the drumming muscle of the female is so much smaller than that of the male, it is suspected she produces little if any sound.

Since the drumming organ is associated with sexual development of the male and its function is to produce sound, it is assumed that the sound has something to do with spawning activities. This idea is supported by the fact that the drumming muscle of the male doubles in volume just before the spawning season each year.

The drumming muscle thus may act to produce a mating call. Such a call could aid the haddock in assembling into a school for spawning or in summoning a mate from the school. This appears to be a reasonable assumption since a great many other species of marine fish are known to be able to make and perceive sounds which are associated with spawning activities.

\* Written by John R. Clark, fishery research biologist, U. S. Fish and Wildlife Service, Woods Hole, Mass.





"Big Wheel" 57' Sunbury, Ga. shrimp boat owned by J. W. Morgan is powered with a 6-71 General Motors Diesel with 3.75:1 reduction gear turning a 5-blade 46 x 36 Columbian propeller. Equipment includes 515½ T Stroudsburg hoist, Yocam batteries, Goodrich Cutless bearing, and One Mile Ray searchlight. She was built by Diesel Engine Sales, Inc., St. Augustine, Fla.

## North Carolina Reports Laboratory Rearing of Blue Crabs Successful

The first successful rearing of commercially important blue crabs in a laboratory has been reported by a Duke University scientist. His accomplishment provides a working base toward the goal of raising them commercially.

Dr. John D. Costlow achieved the major scientific breakthrough. His feat was revealed by Dr. F. John Vernberg assistant director for research at the laboratory. Previous attempts to raise the crab in the laboratory through all its larval stages, had been unsuccessful.

Dr. Costlow said he expects to continue his research and that the work he has done thus far provides the lab with some preliminary techniques for basic studies on the environmental effects of the larval development of the blue crab.

The work may also lead to stabilizing the crab catch in areas that sometimes have a temporary dearth. Another possibility is the breeding of larger, more marketable crabs.

## North Carolina Fisheries Report Given

C. G. Holland, fisheries commissioner presented his quarterly report recently at the State Conservation and Development board meeting at Asheville.

Commenting on oystering he said that about 70 dredges or one-third of the fleet in that area were operating in Pamlico Sound. New River is having the best season in ten years although they had lots of oysters last year. This is attributed by many to the oyster seed planting in this area.

Dr. Chestnut made a survey in September of the seed oysters and shells planted last year and he reports the seeds are growing unusually well, but that the shells did not have too good a catch of spats during the summer due to extreme cold early spring weather.

Commissioner Holland reported that two hearings have been conducted during the past three months. One at Washington was well attended. This dealt with closing the Pungo and Pamlico rivers to all types of trawling.

## Would Continue Oyster Program

A recommendation by the Commercial Fisheries Advisory Board of the State Board of Conservation and Development urged that the North Carolina oyster planning program be continued under the supervision of the Institute of Fisheries Research of North Carolina at Morehead City. The recommendation came in a report to the Commercial Fisheries Committee of the state board.

The advisory group has been asked to evaluate methods of planting oysters and shells and make recommendations after studying the association's report.

The advisory board's report said that it was agreed by the members that much greater results might be accomplished if the North Carolina Fisheries Association would avail itself fully of the information and advice and activity of the commercial fisheries commissioner and the director of the Institute of Fisheries Research in dealing with the oyster industry and related matters instead of by-passing them completely as was done with the survey of the oyster industry.

The board suggested that a public relations program be instituted by the association so that the "full consciousness of their responsibilities with respect to observance of the state's oyster laws and regulations be impressed upon oystermen working in state-controlled waters."

## Florida Men Would Control Shrimp Breeding, Growing

A marine researcher is confident that Florida's king sized fresh water shrimp can be raised in captivity in commercial quantities.

The key problem is getting the shrimp to reproduce in captivity. However, experiments over the next few months should hit on the proper conditions under which the shrimp will breed and grow.

The project is being carried out by a group of private businessmen who are not eager to let possible competitors in on what they are learning so far.

The particular kind of shrimp they are trying to adapt to captivity are found in fresh water rivers and canals in Florida's east coast from the St. Johns River south. They are huge, with some measuring up to 26 inches long with the average about 10 inches. Two tremendously long claws make up much of their length.

Their bodies are so big that the edible tails of two or three would weigh a pound, and they are reported to taste just as good as the delectable shrimp netted by the millions in the Gulf and Caribbean.

The businessmen carrying out the experiment are not trying primarily to raise fish bait. They are aiming for the food market where shrimp of this size would command premium prices as a specialty product.

The advantages of growing them in captivity are many. For one thing, the predators could be controlled. For another the crops could be timed to hit the market at its highest. Also, they could be harvested without the expensive boats and gear and long voyages necessary to gather the salt water shrimp.

## Mullet Catches Heavy in Florida

Commercial mullet catches early last month were running heavy at Everglades, with some catches running into thousands of pounds on a single trip.

There were also unusually heavy influxes of blue crabs in Everglades waters and good prospects for the oyster season. The same good reports have been coming in from Pine Island and other Southwest Florida waters.



Tonging oysters from James River seed beds for transplanting to growing grounds in Chesapeake Bay.

## South Carolina Group Discusses New Fisheries Taxes, Licenses

The South Carolina Wildlife Commission met in Charleston on November 19 to discuss means of increasing its revenue by \$25,000.

The taxing and licensing of commercial fishing to include nets, boats, persons employed and product is antiquated and, in many instances, not enforced.

The tax laws governing oyster and crab fishing requires that ten cents a bushel and two cents a gallon on crabs and 10 cents a bushel and 5 cents a gallon tax on oysters be levied.

For a number of years only the gallonage tax has been collected.

Representatives at the meeting were asked to study the present tax and licensing laws governing their industry and report to the commission within ten days.

Their reports, together with the recommendations of Alonzo B. Seabrook, director of the commercial fisheries division; L. D. Schley, auditor for the Wildlife Commission; and Dr. G. Robert Lunz, director of Bear's Bluff Laboratories, will be considered in constructing new tax and licensing laws.

## South Carolina Fishing Value in Millions

According to G. Robert Lunz of Bear's Bluff Laboratories, South Carolina's fishing industry has represented a value to the state of more than \$2.5 million during the last five years.

Lunz spoke in Charleston last month and stated that the job of his laboratory was to conserve the fishing industry, develop it and expand it through research.

He showed a picture review of color slides depicting the work of the laboratory, the only one of its kind in the country working on pond cultivation of shrimp and oysters.

## Georgia Men Discuss Shrimp School

The Catham County Seafood Producers Association, met last month to discuss the prospects of founding a state-supported school for commercial fishermen and exploring the possibility of developing a system of shrimp farming in that area.

The group conferred with representatives of two federal agencies at Thunderbolt. Charles DeShocka, secretary-treasurer of the association described the commercial fishery school as highly desirable to the industry in general. It would provide a source of new personnel which is urgently needed.

Charles M. Lyles of New Orleans, area supervisor of the Bureau of Commercial Fisheries, brought up the prospect of establishing a processing plant for industrial fish. Not of sufficient size to be marketed commercially when they are taken in the shrimp nets at present, they are thrown back. He said that even if the crop brought only two cents a pound, it would pay the fuel bill for most shrimping vessels.

# NORTH ATLANTIC

## Maine Lobstermen Oppose Federal Boating Act

The proposed Federal Boating Act of 1958 is being opposed by Maine lobstermen, and according to Leslie Dyer, president of the Maine Lobstermen's Assoc., the act will impose additional expense on lobstermen.

Dyer said the association would endorse phases of the regulations designed to control pleasure outboards but would vigorously oppose inclusion of commercial lobster boats under the regulations.

Under the proposed rules, which were subject to hearing December in Washington, all lobster boats except those over five tons registered in the U.S. Customs Department would be required before April 1, 1960 to apply for new registration either with the Coast Guard or with the Maine Department of Inland Fish and Game.

The application would be accompanied by a fee of \$5. Certificates or registration would be good for only three years. In other words, lobstermen would be required to register their boats every three years. Dyer said no one could predict what this fee might be at the end of the first three years.

## Maine to Improve Quality of Fish Landed

The Department of Sea & Shore Fisheries has entered into a new phase of service to commercial fishermen and processors in conjunction with the U.S. Fish & Wildlife Service.

Capt. Leroy Benner of Rockland has been selected to carry out the program which is an experimental one. The program will include research with United States and Canadian fisheries on the best methods of handling and preserving fish aboard trawlers at sea.

Also, trips will be made by Benner aboard trawlers to study fish storage methods as the catch comes aboard and to assist and instruct crews in the new methods proven to hold the fish in better condition enroute to port.

The project is designed to improve the quality of fish landed and handled by Maine draggers. The icing and storage of fish as they come aboard the draggers will be observed. Samples of fish caught and stored at varying times in the trip will be taken at unloading and tests made at the North Atlantic Technological Laboratory in Boston. Results found in the laboratory will perhaps lead to recommendations for storage which will allow fish caught early in the trip to be landed in better condition.

Benner has spent several years aboard Maine trawlers, serving three years on the *St. George*, a year as master of the *Tide* and was last on the *Wawenock* out of Portland.

## New Electronics Firm in Maine

A new marine electronics firm, Northeast Communications & Engineering Corp., was formed recently with headquarters at 7 Oakland Road, Falmouth, Portland, Me. The Company is handling the Pearce-Simpson, Raytheon and RCA mobile communication lines, and maintains complete service facilities.

Lyman D. Chipman is general manager, Russell Edwards, Jr. is sales representative, Herbert F. Strout is service engineer and Robert Harris is sales engineer.

## Sharpe Joins Harbor Supply

Elwin Sharpe of Monmouth, Me. has joined Harbor Supply Oil Co., Portland, Me. as sales engineer. The concern is distributor of Allis-Chalmers Diesels and Red Wing marine engines.

## Maine Lobstermen's Earnings Increase

An interesting aftermath of the change in the lobster measure in Maine last January is the report of the lobster catch for the state for the first eight months of the year.

The report issued by the Fish & Wildlife Service and the Maine Department of Sea & Shore Fisheries, showed less lobsters caught, but a higher total in cash going to the fishermen.

Up to the last day of August lobster catches totaled 10,377,450 pounds. In 1957, figures for the same period showed landings of 11,829,270 pounds, or nearly 1,500,000 pounds less.

However, the 1958 report for the first eight months shows earnings by Maine lobstermen of nearly \$5,500,000. In 1957, income to lobstermen in the same period was slightly over \$4,700,000.

Absent in the market was the usual summer glut of shedder lobsters which have plagued the lobsterman and dealer alike and resulted in sharp cuts in prices paid lobstermen.

Weather conditions also contributed to the smaller catch along with the increase in legal measure to the three and three sixteenths minimum measure.

The real test of the new measure law will come next summer when the lobsters thrown back summer shed and gain in length to become legal.

## New Equipment for Maine Boats

R. H. Gowen Marine Electric Co., Portland, is installing a new D397, 500 hp. turbo-charged Caterpillar Diesel in the steel trawler *Dorchester* of Portland. Capt. Harold Paulson is agent for the vessel, and the engine was sold by Houghton-Arnold Machinery Co.

Gowen recently purchased the 56' sardine carrier *Surfman* from Addison Packing Co. of Southwest Harbor, Me. and is converting her to a dragger for Spring ground-fish and whiting. The quarters are being renovated, and new equipment going aboard includes 4:1 reduction gear on her 4-71 General Motors Diesel, new Hathaway winch, Raytheon Atlas fish finder, Shipmate stove, and 5-blade Federal 38 x 26 propeller.

Another vessel recently acquired by Gowen is the 96' dragger *Theresa R.*, Capt. Jens Buhelt, which has a new Raytheon Atlas fish finder. Capt. Thomas Jordan now is skipper of Gowen's third boat, the *Courier*.

Capt. Hugo Lehtinen of St. George, Me. has purchased a new Hancock winch for his dragger-scalloper. The winch has two 21" drums, one steel and one cast iron.

A new 135-watt Munston radiotelephone has been installed by The Harris Co. on the sardine carrier *Trident*, owned by Trident Packing Co., Portland, Me.

## New Navigating Instruments Installed

Bendix-Decca Navigator instruments have been installed by Louis Posner Marine Radio Equipment, Inc., Boston, in several Massachusetts fishing vessels. Those equipped include the Boston trawlers *Flying Cloud* (Usen Trawling Co.) *Wisconsin* (Ben Larson, port captain), the New Bedford scalloper *Geraldine* (Joseph Perry), Gloucester draggers *Bluewater* (Alphonse Mineo) and *Grace and Salvatore* (Parisi Bros.), and the Boston dragger *Carmen & Vince* (Capt. Carmen De Luca).

The automatic electronic aid shows the ship's position, where it has been, where it is headed, and distances from known geographical locations and landfall. The system consists of three Decca chains each with a 'master' and three 'slave' stations. Signals from each station are shown on dial indicators, or Decometer, whose numbers correspond to those on Decca charts. The automatic plotting apparatus is optional. In locations where conditions warrant it, accuracy of 10 yards may be achieved.

Recently when the trawl door of the *Carmen & Vince* hung up on a wreck, the captain took a bearing on his Bendix-Decca Navigator. He was able to plot his position so accurately, that he fished all around the productive



Left to right, Harry J. Mogck, co-owner; Robert Cusick, mate; and Capt. Arnt Jensen, co-owner, of the 76' Cape May, N. J. dragger "North Cape". She was recently repowered at Fairhaven, Mass. with a D375, 300 hp. Caterpillar Diesel sold by Perkins Machinery Co.

area for some time without having his gear come in contact with the obstruction.

Posner, who has specialized in serving the electronic needs of the fishing fleet since 1930, believes that the Bendix-Decca Navigator will become a valuable navigating aid for pinpointing fishing areas and in saving fishing gear.

## New Bedford Scallopers Get Sanitary Certification

Fifty-five of the 61 scallopers out of New Bedford conformed with sanitary improvements required for certification by the State Food and Drug Division before the deadline, November 15. Six vessels failed and with no certification, the boats face loss of sales of scallops to dealers. The latter could lose their certification if they sell shellfish from such vessels in states requiring the sanitary regulations.

Some of the six boats are in the process of complying with the requirements which include monel or stainless steel wash boxes, clean storage spaces for bags and painted holds and pen boards. Vessels had a year in which to conform with the regulations.

Uncertified vessels cannot be legally stopped from selling scallops in New Bedford, but dealers take a chance in losing their own certification if they sell the catch of such vessels in states requiring certifications. Florida is a large scallop market and requires certification. Scallops landed in New York and Maine also are required to be from certified vessels.

## New Bedford Landings Show Increase

An increase of \$44,000 for October fish landings over last year's landings for the same month in New Bedford has been reported by the Fish & Wildlife Service. During October this year there were more than 7,000,000 pounds of fish landed. For the same month in 1957 landings totaled slightly under 6,000,000.

Yellowtail landings were first with more than 3,000,000 pounds; scallops were second with 1,125,000 pounds, followed by cod, black back and fluke.

Extremely heavy landings of yellowtail flounders were reported during November also, and up to the 13th of the month nearly 1,600,000 pounds had been landed.

Dockside prices for that species dropped to the lowest point in many years and the city's 16 fillet houses were taxed to capacity to process the fish.

Not since World War II have so many yellowtail flounder been brought into this city. Total figures for the year have already passed 20,000,000 pounds. Last year's total was 14,000,000 pounds and in 1956 only 8,600,000 pounds were landed here.



## New Bedford Vessels Go Aground

Five Fairhaven fishing vessels were torn from their moorings and set adrift on November 28, during a severe southeast storm which packed gale force winds and left snow and rain in many areas.

The vessels which were set adrift were the *Captain Bill II*, *Polaris*, *Growler*, *Florence B.*, and *Whaler*.

On December 1, dredging operations to free the *Whaler* were still being continued. The starboard rail of the *Whaler* was nearly underwater as she had taken on a sharp list.

The other vessels were still aground and the only other work done on them was pumping out some spilled oil from the *Polaris*, the third largest scalloper in the fleet.

## Gloucester Vessels Leave for South

Eight vessels have shifted ports recently, after a busy Gloucester ocean perch season. Some of the boats go only as far south as New York, but fishing out of New York is a dream compared with the northern North Atlantic where the vessels operate in the summer.

Vessels now operating out of New York include the *Lady of Good Voyage*, Capt. Manuel Rocha, Jr.; *Austin W.*, Capt. Albino M. Pereira; *Joseph S. Mattos*, Capt. Albino M. Pereira, Jr.; *Andrea G.*, Capt. Carl Goodwin; *Tina B.*, Capt. Simplicio Bichae; *Evalina M. Goulart*, Capt. Manuel Carrico, Jr.; *Manuel P. Domingos*, Capt. John Norte; and *Edith L. Boudreau*, Capt. David Ribeiro.

After Christmas, a dozen more vessels are expected to follow the birds south. Some will head for Virginia and fish out of Norfolk for the winter.

## Gloucester Dragers Go Down

The Gloucester dragger *Madonna di Trapani*, owned by Mrs. Lucy Sutura of Boston and skippered by Capt. Joseph Billante of Gloucester sank last month seconds after the crew had jumped aboard the rescuing dragger *Mary*, Capt. James Piraino also of Gloucester.

Capt. Billante's son Michael was home on leave from the Navy and had accepted his father's invitation to go out fishing for the day. When the vessel started filling with water the *Mary* was about a mile away. Fortunately Capt. Billante saw the vessel and got in touch with her by telephone. The engine room filled so fast it was impossible to get to the pumps. The dory was put overboard but the sea was so rough it sank as soon as it hit the water. The *Mary* arrived just in time to take the men off the sinking vessel.

The 45-ft. Gloucester whiting dragger *Ann and Marie*, Capt. Dominic J. Cusumano, sank stern-first last month after reportedly hitting a submerged object. Her crew of two, Capt. Cusumano and his father who were co-owners of the vessel, were rescued within a half hour by another Gloucester boat the 34-ft. whiting dragger *Topsy Parson*, Capt. Santo Militello.

The Cusumanos have owned the *Ann and Marie* for eight years. She was built by Carter Bros. in Gloucester 18 years ago.

## New Engine for Scituate Lobsterman

Capt. B. C. Ames of Scituate, Mass. has installed a new 6DAMR-273 Allis-Chalmers 85 hp. Diesel in his 36' lobster boat. The keel-cooled engine was sold by Allied Diesel Sales & Service, Inc. of Boston.

## Wallace H. Bell

Capt. Wallace H. Bell, Sr., 61, widely known oysterman and boatman, died suddenly last month while at work at the Bell Boatyard in East Norwalk, Conn.

Capt. Bell had been an independent oysterman and about five years ago started the Bell Boatyard and also operated the Lowndes Oyster Co. For 12 years he was captain of the oyster boat *Sarah L.* and also commanded the *Grace P. Lowndes*. This year he added a second oyster



"ROAMER" 35' fishing boat owned by Herman Plante, Providence, R. I. is powered by a 55 hp. General Motors Diesel.

boat the *Teal*, after changing her over from a sloop to a mechanized dredger to work private grounds.

## Three New Engines from Hathaway

Capt. Elmer Jacobsen's 97' scalloper *Eleanor and Elsie* of New Bedford, Mass. is to be repowered with a Model LRDBCSM Waukesha Diesel, rated 555 hp. continuous at 1200 rpm. It will be fitted with #3971 Snow-Nabstedt hydraulic 3:1 reduction gear, Snow-Nabstedt 3:1 power take-off, and American Bosch Hydrotor hydraulic starting system. The engine was sold by Hathaway Machinery Co. and will be installed at their Fairhaven dock.

A similar Waukesha Diesel has been sold by Hathaway for the 110' Portland, Me. steel trawler *Gulf Stream*, operated by Willard-Daggett, Inc. with Capt. Harold Paulson as port captain. The only difference in this installation, which is being made at Portland, is a 3.5:1 ratio on the reduction gear.

Hathaway has sold a Model NKDBSM Waukesha Diesel, rated 315 hp. continuous at 1200 rpm. with Snow-Nabstedt 3:1 reduction gear for the 72' New Bedford dragger *North Sea*, owned by Capt. Peter Andersen and engineer Harman Andersen.

## New Jersey Production Normal in October

During the month of October only five or six days were lost by the Commercial fishermen due to bad weather. Production of fish and shellfish dropped slightly due to the seasonal change-over of fishing gear and the scarcity of certain species of fish and shellfish in Jersey waters. Prices held at a seasonal normal but rose during the last week of the month when only a few light trips were landed by offshore vessels.

Offshore vessels that had been previously fishing mainly lobsters and dredging scallops, finally converted their gear to regular offshore dragging activities to officially start their fall and winter seasons. Early in the month those that converted their gear showed fair landings of scup and later in the month began to pick up better quantities of fluke and sea bass.

Good catches of fluke were reported between Sea Isle City and Cape May. Individual landings were as high as 46 boxes for one day's fishing.

Most of the sea bass pot operators agreed they had a successful season. There was no outstanding month for production but rather a steady production throughout the entire season. With the sea bass pot fishery drawing to a close, these fishermen started preparing their trawl line gear for codfishing.

Net fishermen from Belmar, Point Pleasant, Barnegat Light and Beach Haven fished together again this year and recorded fair catches of weakfish but lighter catches of bluefish.

Hard clam prices hit a new high in New Jersey during October. This was due to the small number of clammers active in this fishery and competition among dealers for the limited supply.

Production of surf clams shows very little variation. In 1957 approximately 100 vessels were dredging but this year about 25 vessels dredged and showed production comparable to that of the 100 vessels.

## PACIFIC COAST

### University of Washington Attains New Hatching Speed

Thousands of chinook salmon eggs are stirring to life in the troughs at the University of Washington College of Fisheries and they are setting new records in the process. They are hatching in an average of 32 days and the young salmon will be ready for planting as downstream migrants about the last of March—two to three months sooner than their wild counterparts.

The reason for this is that the water from Lake Union is pumped through the hatching troughs and the Lake has been warmer than usual this fall. Thus the total temperature "budget" is obtained in a shorter period.

"We've never had them hatch in such a short time before," said Dr. Lauren R. Donaldson, professor of fisheries and director of the Laboratory of Radiation Biology. At about 70 days from birth the young salmon will have absorbed the yolk sac they carry for subsistence and Dr. Donaldson will begin to feed them his special formula.

When they attain a length of about 3½ inches they will be marked and set free to head for the ocean. In this change from fresh to salt water they will receive a helping hand. Normally the young salmon loiter in brackish waters while nature gradually adapts their saline balance to the medium. But, the reared salmon have to pass through the Chittenden Locks and make an abrupt change from fresh to salt water. The shock would ordinarily kill them.

In preparation for this, Dr. Donaldson will later on, give them a salt bath in the hatchery. One day a week they will be placed in water that is 2 percent salt—a very heavy concentration. The bath will precondition them to life in ocean water. The salt baths speed the functional development of the salt-excreting cells in their gills, and when they make the sudden transition they will be able to take it in stride.

### Washington, Oregon Offer Japan Dogfish

The fisheries directors of Washington and Oregon asked the Japanese Government to permit the United States to ship 10,000,000 pounds of dogfish shark a year to Japan. The directors, Milo Moore of Washington and Albert M. Day of Oregon, said such a quota program would help reduce the number of the predator sharks in Northwest waters and at the same time provide Japan with a low-cost food. Dogfish and other low-grade fish are used as ingredients of fish cakes in Japan.

Moore and Day called on Hideo Okuhara, Japan's fisheries minister, and Takechiyo Matsuda, an influential member of the Japanese Diet. Matsuda said he would do everything possible to interest Japanese officials in the proposal.

Dogfish are not caught commercially in the Northwest because the U. S. imports cheap fish oils from Japan and other countries. Synthetics have also been developed to replace shark livers, which once were used for vitamins.

### Japanese Clams for Washington

Milo Moore, Washington state director of fisheries, returned from Tokyo recently with five varieties of Japanese clams that he hopes will take to Washington beaches. Moore said the Fisheries Department is especially interested in building up clam population in beaches that now produce none.

Moore had been attending the recent Tokyo meeting of the North Pacific Fisheries Commission in an advisory capacity.



"DENNY M", Friday Harbor, Wash., 45' gill-netter owned by Edward J. Martel, uses an 80 hp. D318 Caterpillar Diesel with Twin Disc 3:1 reduction gear, turning a Coolidge 38 x 25 propeller for power. As part of the equipment are Ark floats, Adams nylon nets, a Raytheon radio telephone and Northhill anchor. She uses Union lube oil and is finished with Navicote paint.

### Seattle Tagged Tuna Caught in Siberia

A salmon tagged in the Bering Sea last year by biologists of the University of Washington Fisheries Research Institute has been reported caught in Siberia. The Moscow News said that the fish bearing a tag reading "Seattle, U.S.A., No. 19202", was caught in the estuary of the Amur River.

The Institute said the tag identified the fish as a chum salmon. It had been tagged and released by the purse seiner *Renown*, about midway between Alaska and Kamchatka.

### Suggests Deputy Sec. of State Fisheries

Senator Henry M. Jackson of Washington, in a speech before the Association of Wives of Commercial Fishermen last month, called for the appointment of a Deputy Secretary of State for Fisheries. Those who enact fisheries laws, he said, are not familiar with fisheries problems and a properly informed Government organization maintaining a flexible fisheries policy would put them in a better position to do a better job.

### Seattle Rockfish Landings Gain

The Seattle otter trawl fleet landed 831,000 lbs. of fish from 39 trips during November. Leading variety was rockfish, with total landings of 298,000 lbs., followed by 135,000 ocean perch and 127,000 true cod.

Rockfish showed a 56,000 lbs. gain over the same month of last year, while Dover sole increased 5,000, with a November catch 53,000 lbs. Other important species landed were lingcod, English sole and petrale sole.

### Against Dams on Snake River

To save salmon and steelhead trout spawning runs, Secretary of Interior Seaton recommended in a letter to Army Secretary Brucker recently that the Army Corps of Engineers not consider any more dams on the middle Snake River, tributary of the Columbia, until possibilities of providing additional water storage elsewhere had been fully explored.

The run up the Snake River has already been stopped by a dam near completion in Hells canyon and on the Columbia itself years ago by the Grand Coulee dam. The army engineers' over-all plan for flood control and hydroelectric power in the Columbia basin calls for more storage than has been provided. The Corps is considering site

for high dams below the Imnaha and Salmon rivers. Conservationists and commercial fishermen are opposed to any obstructions there until the problems of getting fish past high dams has been solved.

Seaton proposed that the army department join the interior department in establishing a firm policy of trying to provide for water control needs of the Pacific Northwest without damming that critical part of the Snake "until we can be sure we will not needlessly harm the vital fishery resources."

### Fisheries Group Elects Officers

Robert E. Dignon president of Northern Products Corp. of Seattle, Wash. has been elected president of the Northwest Fisheries Association, William Eardly, Jr., outgoing president announced a short while ago. Other new officers are Stephen L. Chase, Everett Fish Co., vice-president; B. E. Gilman, Vita Food Products Inc., secretary; Douglas Hager, New England Fish Co., treasurer. Three trustees were also elected. They were, Martin Kihara of the Main Fish Co., Ike Alhadeff of Whiz Fish Products Co., and Walter Johnson of the Halibut Producers' Cooperative.

### Explorations Off Washington, Oregon

The fourth in the Bureau of Commercial Fisheries 1958 series of shrimp explorations in waters of Washington and Oregon was concluded in early November, when the John N. Cobb returned to Seattle, Washington. Aimed at locating larger species of shrimp, fishing operations were conducted at greater depths than those normally inhabited by the pink shrimp currently exploited by the commercial fleet in that area.

### To Abolish Alaska Fish Traps

Plans to abolish fish traps from Alaskan waters were disclosed by Secretary of the Interior Seaton. The traps would be outlawed effective with next years fishing season. Seaton said the 1959 fishing regulations for Alaska which again will be federal measures even though the new state will begin functioning in January, propose elimination of all fish traps except those owned by Indians.

Hearings on the proposed regulations were scheduled to begin December 4. Normally, annual hearings on the next year's proposed regulations begin in mid-October and end in November. Seaton said the hearings had been delayed, pending a legal study of whether the Interior Department had the authority to ban traps.

There are 412 recognized traplines in Alaskan fishing waters, but 1958 regulations permitted operation of only 246.

### Forsees Alaskan Fisheries Control

Secretary of the Interior Seaton said that if good laws are passed, Alaska can control its own fisheries by early 1960. Seaton was addressing 100 fishermen at Cordova, Alaska in his campaign swing for Republican candidates in Alaska's elections.

### Oregon Fish Festival

Crowds at the Astoria Regatta and Oregon Fish Festival shattered all records. A crowd estimated at over 10,000 watched the 70 unit, two hour regatta land parade, while 9,000 persons attended other Regatta features including a seafoods barbecue, dances, blessing of the fleet, and boat races.

The traditional blessing of the fleet ceremony was a top feature. Drag boat *Marion F.*, representing the local fishing fleet for the ritual was blessed by Rev. Carl Gross of Grace Episcopal Church.

Built by the Columbia Boat Building Co. and powered with a 215 hp. Interceptor engine, John Johnson's gill-netter brought him the Astorian Budget trophy and a \$400 cash award, as winner of the gill net boat race.



The Eureka, Cal. boat, "Empire II" is used by John Pesonen for dragging. She has a 115 hp. Caterpillar engine and uses Delco batteries. Included in the equipment are Northill anchor, Raytheon Fathometer, Edo Fishscope, two Loran, and 3700' of wire rope on each winch drum. She is finished with Woolsey paint.

### Oregon Fish Commission Hires Seal Hunter

A contract has been signed by the Oregon Fish Commission with William F. Puustinen of Springfield to hunt seals on the Columbia River for \$40 a day. He will start operations in February and continue through September in an effort to curb a menace to salmon which has been growing steadily for years.

Commission chairman, Harold T. Johnson said the seals are to be controlled not exterminated. Known as hair seals they are considered among the most wasteful of all predators on the Columbia River. According to biologists, seals often kill fish for the "fun" of it. They take a bite out of the fish and leave it to die of its wounds.

The fishing industry estimates the annual loss due to seals in the thousands of dollars. The contract provides that Puustinen will furnish boats and guns and the commission will provide the ammunition needed in the operation. Each seal killed will become the property of the Commission and no bounty may be collected by the hunter or anyone else.

### Oregon Opens New Hatchery

The Cascade hatchery, a new \$500,000 salmon propagation facility, located on Eagle Creek just above Bonneville dam on the Columbia River, has been officially opened for operation by the Oregon Fish Commission, according to Albert M. Day, state fisheries director.

Nine million fall chinook eggs obtained from fish returning to Eagle Creek are scheduled for rearing at the new hatchery next spring reports Ernie Jefferies, director of fish culture for the Fish Commission.

Cascade hatchery can rear about 11 million salmon annually, he said, and its activation brings to 16 the number of Fish Commission-operated units in the state. The units are producing at the present time an average of 25 million salmon and 3 million steelhead each year to provide fish for commercial fishing.

The hatchery was constructed under the federally financed Columbia River fisheries development program. The program was begun in 1948 to offset losses of migratory fish runs resulting from federal dam construction of the main Columbia River. Cascade is the second completely new hatchery constructed for Fish Commission use under the program. The first is located at Sandy, Oregon. Four other hatcheries have been renovated.



## California Man May Have Answer to Salmon Deaths

The mystery of why Pacific salmon die after laying their eggs in fresh water streams of Alaska and the Northwest has had new light shed upon it. A group of researchers headed by O. H. Robertson of Stanford has found that death is possibly due to an intolerable stress which causes a greatly increased production of adrenal hormones.

Similarly high concentrations in human beings of two adrenal hormones, hydrocortisone and cortisone, cause degeneration of various tissues of the body. It has been revealed that studies of the blood of spawning salmon brought about as much as a 10-fold increase in these hormones over that found in salmon still at sea. Spawning fish examination revealed extensive degeneration of the liver, spleen, kidneys, and stomach.

When the spawning ground is reached by salmon they seem to be in good physical condition, but after shedding their sex products they lose strength and die within a few days. Physical exhaustion and stress of transition from salt to fresh water have been ruled out as causes of death, because other fish not exposed to those factors die also.

It is believed by the researchers that the stress causing super-activity of the adrenal glands is due to the building of a very large mass of gonadal tissue under conditions of starvation. Before beginning their spawning migration, the salmon stop feeding and take no food thereafter. The length of starvation may be many months. The ovaries during this time reach as much as 30 percent of the body weight and the testes as much as 6 percent. Since they are not taking food, all this material must come from the fishes' tissues.

The investigators also found that the spawning fish are suffering from diabetes brought on by the overactive adrenal glands, causing large amounts of sugar to enter the blood. Reporting their findings to the National Academy of Sciences in Berkeley, the scientists said they must conduct further studies before a final conclusion can be made.

### San Diego Fleet May Have Complete Season

It looks as though the San Diego clipper fleet may end the 1958 season without a tieup. This would be the first time in eight years that the fleet has fished steadily for an entire year without a break. Each year since 1950, the boats have quit fishing when tuna buying by the canneries has been considered unsatisfactory.

Harold Cary, manager of the American Tunaboat Association in San Diego, attributed the good record to the auction method of selling the catch. The method was begun about a year ago. "The auction", he said, "has created a competitive market among the canners and has given the boat owner a more flexible method of selling his catch."

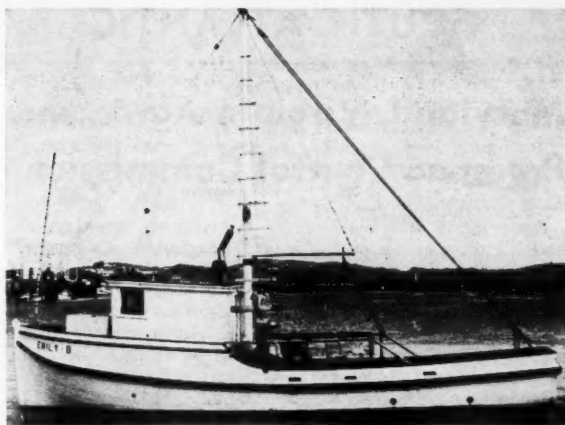
### Crab Season Opens With Fiesta

San Francisco held its first fishermen's fiesta in mid-November to launch the crab season which will run until the end of May. Highlight of the occasion was the blessing of the 100-boat crab fleet.

### California Firm to Have Oyster Farm

The California State Fish and Game Commission has approved an application by the Star-Kist Tuna Co. of San Pedro to start an oyster farm in waters off the North Island Naval Air Station. The first of its kind in the area, the farm will cover about 940 acres and will be started next spring.

The oyster seed will come from the East Coast, said Gordon M. Curtis Jr., Star-Kist official in charge of the project. He said that some Japanese oysters might be grown also.



"EMILY B.", 32' crab boat of George W. Plummer, Warrenton, Ore., has had a 3-71 General Motors Diesel with 2:1 Capitol hydraulic reduction gear installed recently. She has Wall rope, Northill anchor, and Wood Freeman automatic pilot, and uses Delo lubricating oil.

### Appointed to Fisheries Council Committee

Ray Lemoi, president of the California Fisheries Council, has appointed Jack Karo to serve with him on the four man committee concerned with working out the language for the basic provisions of the proposed State Fisheries Marketing Act. The committee, two men from the north and two from the south will meet with the state department in Sacramento. The drafted bill is to be submitted to the Council for approval. Representing the south are Lionel Shutz and L. Turnacli.

### California Sardine Fleet has Good Season

So far this year San Pedro's sardine fleet has enjoyed a good season. The fleet has taken a total of 67,000 tons already this year as compared with the 1957 catch of 24,000 tons. On the state level the picture is the same. So far 84,000 tons of sardines have been landed while the 1957 total catch was only 30,000.

However, San Pedro's season appeared to be near the end as several canneries found themselves unable to accept any more fish. During September, the local fleet had caught 26,000 tons at \$60 a ton, then fishing was halted. At the start of October the Co-op boats and canners signed a pact calling for boats to deliver 40,000 tons more at \$50 per ton during the rest of the season.

Of the total catch since then, Co-op boats have landed over 30,000 tons of the agreed amount. Fishing industry officials on both sides pointed out that the canners are not calling an end to fishing because they are seeking lower prices, but that sales have been slow and inventories are at a high level.

### California Tuna Industry Sets Several Records

California's tuna fishing industry, and the San Pedro segment in particular, set a number of records during the first ten months of the year as well as significant shifts in catches.

Figures released by the U. S. Fish and Wildlife Service show that the industry: set a new case pack record; a new domestic catch record for seiners; and set an all time record for total receipts. Bait boat catches remained the same as the year before.

The report shows the Terminal Island canneries put up 9,810,000 cases of tuna through October as compared to the previous record pack of 9,600,000 in 1956. Catches by California tuna seiners soared to 39,000 tons by the end of the month, 11,000 ahead of the 1957 pace and past the 1947 record of 34,500 tons.

## SOUTH ATLANTIC

### Maryland, Virginia Agree on Potomac Control Commission

Agreement was reached by negotiators for Maryland and Virginia at a meeting in Washington, D. C. recently, on principal features of a plan under which the legislatures of both states would delegate broad control powers to a bi-state commission on Potomac River fisheries.

Regulation by a commission of six members is the major feature of a compact aimed at ending the long-standing so-called "oyster war" between the two states.

Under the new plan a new compact, replacing the 173-year-old agreement cancelled by the Maryland state legislature in 1957, would be submitted to the legislatures of both states, and, if approved by both, to Congress.

The bi-state authority would be delegated regulatory powers formerly exercised by legislators over the taking of fin and shellfish from the river.

The plan would end the necessity for concurrent legislation by the two states on regulations, on which failure to agree has been a sore point for decades.

Carlyle Barton, Sr. heads the Maryland delegation and Sen. Mills E. Godwin, Jr. the Virginia group.

### Studying Regulations on Oyster Packing in Chesapeake Bay Area

A cooperative two year effort to fashion a legal pitchfork that will spear packers of water-bloated oysters was announced in Maryland recently by Government and trade organizations.

A research group, headed by a Johns Hopkins University professor, will study oysters in the Chesapeake Bay area as a prelude to setting up legal standards for packing the bivalves.

Also aiding in the project is the Oyster Institute of North America, a trade group of firms growing and packing 80 per cent of the country's oysters.

In addition, the Fish & Wildlife Service will contribute to the research group and professor Benjamin H. Willier, former head of the biology department of Johns Hopkins University, has been hired to guide the program.

David Wallace of the Oyster Institute feels his organization can make valuable contributions to the study by furnishing packing experts, workers and oysters. Over 200 firms in all coastal states will be concerned with the outcome.

The Food and Drug Administration is concerned about watered oysters because they fall under the heading of adulterated seafoods. While not particularly harmful to the health, they are harmful to the pocketbook.

### Pasteurized Crabs from Cambridge Company

The J. M. Clayton Co. of Cambridge, Md. recently began production of a new product—pasteurized crabs. The product was developed by the Fish & Wildlife Service a few years ago and further explored by the University of Maryland Seafood Processing Laboratory in Crisfield.

The crabs currently being pasteurized in the Clayton plant are coming from Virginia and North Carolina by trucks.

The new crab pasteurization process benefits the waterman, pickers and customers, and gives the watermen and pickers more employment. Throughout the winter the packers will get crabs from the south and in the late summer all surplus crabs are pasteurized rather than loading up the market with them.

### Virginia Oyster Tonging Good on Rappahannock

For the second successive year more boats are working the oyster beds in the Rappahannock river than in the James river. It is estimated that nearly 1,000 boats are consistently working the 40-mile stretch of the river within the Middlesex County shoreline.

The main concentration of oysters in the river for the past two years has been on a 15-mile stretch between Towles point to the south of Urbanna and Butylo on the north.

Urbanna creek which is located near the center of the bumper crop of oysters, has attracted some 150 boats from other areas to its snug harbor this year.

All oysters brought into Urbanna creek are shipped out in the shell. No oyster shucking houses operate on Urbanna creek. Most of the oysters are shipped north.

### Virginia Oyster Production Increases

Oysters shucked for October 1958 in the Hampton Roads area amounted to more than 1,000,000 pounds, as compared to 962,200 pounds in October 1957. Crabmeat production for October 1958 was 279,000 pounds as compared to 263,400 in October 1957.

The production of finfish in the Hampton Roads area for October was considerably lower but for the Lower Northern Neck area production increased.

### Hampton Roads Landings

On November 17, over a 72-hour period, five trawlers brought into Hampton Roads, Va. a total of 96,100 pounds of finfish. The trawlers were the *Elsie Jane*, *Miss Carrie*, *Pauline Boland*, *Sea Pal* and *South Sea*.

Pound nets, haul seines and gill nets brought in the area that same day 800 pounds of butterfish, and 100 pounds of sea trout. On the Eastern Shore that day, pound nets landed 800 pounds of fluke, and 200 pounds of sea bass.

### Florida Scalloping May Become Big Business

The Gulf scallop may be about to make its debut as one of Florida's major salt water products. There has been considerable commercial exploitation of it in recent years, particularly in the Panama City area.

Scallops apparently grow just about everywhere off Florida's Gulf coast. U. S. Fish & Wildlife trawlers have found them off Naples, and generally offshore between Pensacola and Apalachicola.

H. R. Bullis, Jr., head of the Fish & Wildlife Service Pascagoula Fishery Laboratory recently reported that four trawlers out of Panama City worked a particularly rich bed of scallops from March to September. The bed was discovered in 40 to 120 feet of water, southeast of Panama City and measured 5 to 10 miles wide and 10 miles long. The four boats caught enough scallops to shuck out up to 2,000 gallons of white meat per week.

### Trawler Completed By Florida Firm

General Marine Boatyard, Inc., Fort Myers Beach, Fla. has completed a third shrimp trawler for Charles Ludwig of Tampa. She is the 70' *Nardy Boy II*, which replaces a boat of the same name that sunk off Texas.

The new boat is powered by a D342 Caterpillar Diesel with Snow-Nabstedt 3:1 reduction gear, sold by Gibbs Corp., and has a new model 515½ Stroudsburg hoist, especially designed to handle double rigs. Fuel capacity is 6000 gals.

Other equipment includes Lister Diesel auxiliary unit with 1500-watt Delco generator and clutch controlled Jabsco pump, and 2 kw. Onan generator on the main engine. General Marine recently installed a new marine lift at its yard for boat haul-outs.

### Good

A c  
weath  
and st  
curren  
rugged  
Lake S  
ing go  
lake h  
but w  
light.  
smelt

perch,  
produ  
curtai  
tions.  
taken  
southe  
were  
bay w

In t  
yellow  
tion b  
ermen  
quant  
carp a  
men v  
perch  
down

On  
produ  
fishing  
fisher  
catche  
ring,  
chubs

In t  
comm  
perch  
good  
pike  
was l  
New  
made

Oh  
trap  
ted f  
yellow  
were

Alt  
tario  
cold  
repor  
of ye

### Lake Trout

The  
Lake  
by 19  
mitter  
Lakes  
last n  
Rol  
assist  
Comr  
sons  
stream  
stream  
lamp  
contr  
stock  
Cor

## GREAT LAKES

### Good Catches Despite Cold

A change from fairly moderate weather to near zero temperatures and stiff winds on the Great Lakes currently made commercial fishing rugged and hampered fishing craft. Lake Superior netters had been taking good commercial quantities of lake herring during the past month but whitefish and lake trout were light. Fair concentrations of lake smelt were seen.

In the Green Bay area, yellow perch, chubs, and carp were in good production although cold weather curtailed some local netting operations. Sheephead and suckers were taken in reasonable quantity in southern waters and herring catches were fairly good in outer and mid-bay waters.

In Lake Michigan both chub and yellow perch were in good production by Wisconsin fleets. Illinois fishermen were reportedly getting good quantities of yellow perch, chubs, carp and bullheads. Michigan fishermen were taking chubs and yellow perch although production was down somewhat.

On Lake Huron weather lowered production and fewer boats were fishing. Lake St. Clair commercial fishermen were producing fair catches of yellow perch, lake herring, bullheads, sheephead, and chubs according to some reports.

In the western end of Lake Erie commercial production of yellow perch, carp and bullheads was fairly good but generally lighter. Yellow pike in the western end of the lake was light, while in the eastern end New York fishermen reportedly made good hauls.

Ohio fleets were able to operate trap nets when the weather permitted from which good amounts of yellow perch, sheephead, and carp were taken.

Although fishermen on Lake Ontario were few because of a frigid cold wave, those who did fish were reported to have taken fine catches of yellow perch, smelt and pike.

### Lake Superior Trout Progress

The comeback of lake trout in Lake Superior is expected to start by 1961, the lake rehabilitation committee of the International Great Lakes Fishery Commission was told last month in Milwaukee.

Robert Saalfeld, Ann Arbor, Mich., assistant executive secretary of the Commission said that the new poisons which kill young lampreys in streams, plus electric fences in the streams, is expected to bring the lamprey in Lake Superior under control by 1961. At that time restocking of lake trout can begin.

Construction of additional hatch-

ery facilities for the restocking program was recommended by the committee. Discussion at the meeting indicated that the fishery men present favored on large hatchery costing about \$1,000,000, rather than a number of smaller ones. Such a hatchery probably would be provided by the United States, and would require congressional appropriation.

### Testing Lampara-Seine

The Lake Erie Fisheries Exploration and Gear Research station, which opened in Sandusky, Ohio in early September is currently conducting experimental smelt fishing with a lampara-seine. The program is intended to test lampara-seines and other types of pelagic fishing gear new to Lake Erie, to determine whether they may be introduced to the commercial fishery as a practical and economical means of capture for smelt, gizzard shad, alewives and other non-utilized species.

### Fish & Wildlife Explorations

The Fish & Wildlife Service boat *Siscowet* recently did an exploratory cruise on Lake Superior to obtain a measure of fishery and environmental conditions in certain areas.

Trawl tows were made in 300 feet between Stockton and Madeline Islands. Two species of muddler, the slimy muddler and the deep water scupin, were taken in great numbers. Also caught were ninespine sticklebacks and a few chubs. A tow made in the same general area but in shallow water took majority young-of-the-year smelt.

Catches in experimental gill nets north of Little Girls Point, Mich., were dominated by smelt, burbot, and longnose suckers. Southeast of Stockton Island, smelt, lake trout, menominee whitefish, and longnose suckers made up the haul. Practically no smelt had been taken at that station on previous cruises. Northeast of Bear Island and at two of the Apostle Islands, Wisc., chubs and herring were yielded. Stomachs of longnose suckers, menominee whitefish, northern lake chubs, herring, and lake trout were examined. No signs of lake trout eggs were found.

### Hearing on Wisconsin Regulation

The Wisconsin Conservation Commission authorized a hearing on a change in fishing regulations that would bar nets and set hooks within one mile of the mouths of streams flowing into Lake Superior between the mouths of the Poplar and Iron Rivers.

Write NOW for Data on GENERATOR POWER

from

## AIR-COOLED SMALL DIESELS

— by *Lister*



"Gulf King". Owner, Mr. Edward Crittenden, Orlando, Florida.

Whether or not you are now in the market, you will be interested in air-cooled Listers, 3½ to 30 HP, employed for auxiliary power generation.

The 1¼ KW installation on the "Gulf King" pictured here, utilizes a Lister Model LD1, 3½ HP @ 1800 rpm (5 HP Gross Rating), only 24½" high, 19" wide, making for extremely compact mounting.

In this and other Lister-powered outfits you have complete air cooling, instant starting at temperatures from sub-zero to 130°; surprisingly low weight; simplicity of construction; quick, easy installation.

Lister Diesels (including air-cooled models) come in a power range from 3½ to 600 HP for auxiliary and propulsion uses. Lister auxiliaries presently provide power for more than ¾ of New England's fishing fleet. WRITE US NOW.

Distributorships available in some areas

**LISTER-BLACKSTONE, Inc.**

42-32 21st Street, Long Island City 1, N. Y.

Tel. STillwell 6-8202

In Canada: Canadian Lister-Blackstone, Ltd., 1921 Eglinton Ave., E., Toronto 13, Ont.



# EQUIPMENT and SUPPLY NEWS

## New Brodeur Portable Pump

A new, high capacity, light weight, portable pump is being manufactured by Brodeur Machine Co., Inc., 62 Wood St., New Bedford, Mass. Known as the Brodeur Hi-Vol Prop-Lift-Pump, the unit has 24,000 gals. per hr. capacity with a 2¾ hp., 4 cycle, Model 8BH Briggs & Stratton engine which is demountable.

Giving maximum efficiency for a pump of its size, the Brodeur product is well suited for emergency use aboard fishing boats. It is available in six models with 4 to 14 ft. lifts, weighing from 34 to 64 lbs. Of simple design, the pump is made of aluminum, has a stainless steel shaft and is fitted with a strainer. No suction hose is required.

The pump can be stowed anywhere, and the 30 lb. engine, which comes in a 12 lb. carrying box, can be kept in a dry place. One man can easily attach the engine after the pump is in place.

## Chrysler Sales Expansion Continues

In a move to provide one of the most efficient distribution networks in the marine gasoline engine field, Chrysler Marine and Industrial Engine Division, Detroit, Mich. has announced the establishment of series of Engine Centers throughout the country.

Twenty centers have been reported already in operation and 30 more will be selected and functioning by the first of the year. Chrysler dealers within a center's territory will operate under the center itself. The center will be the focal point for Marine engine activity for the entire area.

Implementing the expanded program will be an enlarged field force which will work with the centers, dealers, and manufacturers in an effort to insure that customers get all the benefits of the new set-up. Six regional offices have been established and representatives have been selected to operate them. Offices are located in Los Angeles, Houston, Jacksonville, Fla., New York City, Chicago and Detroit.

Each center will have a sizable investment in service tools and will have parts and service shop to handle equipment of any type and size. The center will provide trucks and personnel on the road within its territory to provide on-the-spot service.

## New Marine Conversions By Osco

For automotive engine marine conversions, Osco Motors Corp. of Philadelphia, Pa. offers a complete line of hydraulic (self) controlled reversing gears. Developed jointly by the Paragon Gear Works and Osco the OHF3 series of hydraulic gears is available with integral reduction ratios of 1.5:1, 2:1, 2.5:1 and 3:1 as well as the 1:1 direct drive unit.



Osco Motors OHF3 marine conversion units have reduction ratios of 1.5:1, 2:1, 2.5:1, and 3:1.



Pumping out a lighter at 400 gals. per min. with Brodeur 4" Hi-Vol pump having 10' lift. The pump is operated by a 2¾ hp. demountable engine. Operating the unit are Ray Brodeur, left, and Andre Brodeur of Brodeur Machine Co.

Complete reversing gear assemblies bolt and couple directly to Buick, Cadillac, Dodge, Chevrolet, Plymouth, Ford, and Chrysler flywheel ends without alterations and no precision alignment instruments are required. Installation is a matter of minutes while the cost of the hydraulic gears is reported to be only a little more than the older type of manually controlled mechanisms.

## New Fyr-Fyter Extinguisher Series

The Fyr-Fyter Company, 221 Crane Street, Dayton, Ohio has announced a new series of four C-O-Two packaged marine fire extinguishing systems, each available in sizes from 10 to 75 pound capacity. They are now being marketed in the U. S. through all Pyrene C-O-Two, Buffalo, and Fyr-Fyter outlets. In Canada they are available through the latter two organizations.

Engineered for maximum efficiency and economical installation, the systems are designed to protect motor boats and party fishing boats in compliance with new Coast Guard regulations. Gasoline powered craft under 65' in length that carry more than 6 passengers must have a fixed extinguishing system to protect fuel tanks and motors. Should fire ignite or temperature rise occur in a protected area, carbon dioxide is quickly released to flood the threatened area.

Systems may be purchased with or without pipe and fittings. Other options include manual control, remote control, automatic with manual control, or automatic with remote manual control. The release is equipped with a local manual control by Coast Guard regulations. Each system is sold with an illustrated manual to facilitate installation, operation, and servicing. An eight page brochure on all four types of systems is available.

## Godfrey Propeller Corrosion Protection

Godfrey Propeller Adjusting Corp., 155 25th St., Brooklyn, N. Y. has patented and introduced what is claimed to be the market's newest and most effective device for preventing corrosion of propellers and shafts caused by electrolysis. Known as the Godfrey Fairwater Cap, it is intended for use on small and medium sized work boats and fishing vessels.

The cap consists of the regular nut, jam nut and cotter pin with which the propeller is firmly secured to the shaft, a bronze shell that fits over both nuts and rests against the

hub of  
rosion  
dissipa  
ginal h  
tecting  
easily i

The  
minum  
tion th  
longer  
zinc is  
used in  
The  
1¾" sh  
diamet  
to 3" i

## Onan

A n  
electric  
Onan  
erating  
AC siz  
ages t  
are de  
for bel

Prin  
3-cylin  
clude  
pump  
filter  
and v  
tery o  
also in

Dire  
bearin  
flexibl  
overlo  
minus  
maxim

## Pres

rine s  
Sin  
cott  
the f  
will

## 195

Th  
Com  
plete  
... f  
spec  
sizes  
from  
and  
Al  
simp  
iron  
man

hub of the propeller, and a detachable bullet shaped corrosion head that functions as an effective electrolysis dissipating medium for one to two years. When the original head has been destroyed by electrolysis, while protecting the propeller, nuts, and shaft, a new head can be easily installed.

The corrosion head uses an alloy of magnesium and aluminum which reportedly gives 10 percent greater protection than pure zinc, weighs one third as much, and lasts longer because it corrodes only by electrolysis whereas zinc is also subjected to chemical deterioration when used in sea water.

The Fairwater Cap is made to fit 1", 1 1/4", 1 1/2", and 1 3/4" shafts, each size being available in seven different diameters so as to fit against hubs of propellers from 1 1/2" to 3" in diameter.

### Onan Has New Generator Series

A new series of water-cooled, Diesel-driven, marine electric generating plants has been announced by D. W. Onan & Sons Inc., Minneapolis, Minn. Series MDZB generating plants are available in either 10,000 or 15,000 watt AC size ranges and in all standard 60- and 50-cycle voltages to 460 volts. The self-contained generating sets are designed and made with built-in safety features for below-deck installation.

Prime mover for the new series is the heavy-duty, 3-cylinder, 37 hp. Hercules DD 149 engine. Features include Roosa Master distributor-type, direct-injection pump with built-in fuel transfer pump, replaceable fuel filter cartridge, hand priming pump, oil bath air cleaner, and variable-speed, mechanical governor. A 12-volt battery charger, with automatic charge rate regulator, is also included.

Directly connected to the Diesel is an Onan single-ball-bearing, four-pole, revolving armature generator. A semi-flexible drive disc assures permanent alignment. The overload capacity provides voltage regulation of plus or minus 5 percent, with frequency regulation of 3 cycles maximum.

### Prescott is Wall N. E. Representative



Lloyd Prescott

Wall Rope Works, Inc., 48 South St., New York, N.Y., announced recently the appointment of Lloyd W. Prescott as New England sales representative, succeeding Leo J. Ittenbach who has retired after many years of service in the area.

Prescott is a graduate of the United States Merchant Marine Academy and served in the Pacific with the Merchant Marine during World War II. From 1952 to 1956 he represented the Lawrence Stahl Company, distributor of marine supplies in New York.

Since coming to Wall Rope Works, Inc. in 1956, Prescott has had wide experience representing Wall Rope in the fishing and marine fields. Headquarters for Prescott will be the Wall office at 102 Broad Street, Boston, Mass.

### 1959 Graymarine Diesel Catalog

The 1959 line of engines from the Gray Marine Motor Company, 710 Canton Avenue, Detroit, Mich., is completely covered in their new catalog, "Graymarine Diesels... for Commercial and Pleasure Craft." Contents include specifications, special engine features, prices, propeller sizes, information on actual installations, and testimonials from Graymarine Diesel owners. Photographs, drawings, and schematic diagrams appear throughout the catalog.

All six Gray Diesels are of the four-cycle type, for simple maintenance, and include chrome-molybdenum-iron alloy blocks, built-in fresh water cooling system, and many other features. Diesels range from 25 to 190 hp.

### Bolster Sales Manager of Hubbs Engine

Robert P. Bolster has been appointed sales manager of Hubbs Engine Company, 1168 Commonwealth Ave., Boston 34, Mass. He succeeds Henry V. Gustafson who recently retired and moved to Clearwater, Florida.

Gustafson had been in the engine business for 40 years and was assistant to the president in charge of sales with the Hubbs firm. For 30 years he was associated with Walter H. Moreton Corp., which Hubbs acquired three years ago.

Bolster has been in the engine field since 1922. For 20 years he was with National Supply Co., having served as regional manager at New York, Gloucester and Boston. He also was with Baldwin-Lima-Hamilton Corp. Bolster joined Hubbs 2 1/2 years ago, succeeding William Noyes in covering the Southern New England territory.

William J. Hall now is with the Hubbs organization, serving as sales engineer in the Southeastern Massachusetts and Rhode Island territory. He attended Purdue University and graduated from the Coast Guard Engineering Training School in Groton, Conn. For the past 2 1/2 years he has been a sales representative of another engine distributor.

R. W. Hubbs is president, treasurer and general manager of Hubbs Engine Co. A branch is maintained at South Portland, Me. of which Charles R. McDonald is manager. The firm distributes General Motors marine and industrial Detroit Diesels, Chrysler marine and industrial engines, American Marc Diesels and generator units, and Marmac controls.



Robert P. Bolster

### U. S. Rubber Economy Inflatable Boat

An inflatable life raft designed for the commercial fishing industry has been introduced by the United States Rubber Co. of New York City. Called the "6-Man Fisherman's Special," the unit is an economy model in U. S. Rubber's line of inflatable rafts. As with the others in the series, it inflates with CO2 gas in less than 30 seconds after a tug on the single lanyard. In the fisherman's model, a canopy is raised much as a camper's pup-tent, with the poles converting into paddles, if needed.

The raft and its canopy are made of neoprene coated nylon fabric for maximum service and storage life. The floor is inflated manually and provides rigidity as well as insulation from cold sea water. The whole unit folds into a carrying case 3' x 18" x 15". Packed with its standard equipment, including hand pump, paddles, floating knife, sea anchor, signal mirror, and rain catcher, it weighs 95 pounds.



U. S. Rubber liferaft, designed for commercial fishermen holds six passengers and inflates in 30 seconds. Aluminum paddles are used to support canopy.

## GULF OF MEXICO

### Louisiana Shrimp Association Organized in Golden Meadow

In a move to bring to a halt the serious decline in the value of the shrimp crop in Lafourche and elsewhere in Louisiana, a group of far-sighted parish residents recently organized the Louisiana Shrimp Association in Golden Meadow. James A. Summersgill was elected the association's first president.

Other officers are Paul Dufrene, vice-president in charge of conservation; Al Leftwich, vice-president in charge of education; S. R. Vidrine, vice-president in charge of publicity; Clerville Kieffe, vice-president in charge of enforcement; Senator Rappelet, vice-president in charge of legislation; Edward Diaz, secretary and James Alario, treasurer.

Membership is made up of men from every walk of life interested in the conservation of the Louisiana shrimp crop.

It is the group's intention to form other groups throughout Louisiana's coastal region as well as in other states where the industry has flourished to work together on sound legislation as well as other programs to be mutually helpful.

Other objectives of the association besides active cooperation with state and federal conservation agencies includes the encouragement of educational programs throughout the industry as well as in universal-advertising and public relations and a wider market and the understanding of the importance of shrimp to the economy of the state.

### Most Oysters Unaffected by Oil

Oyster buyers and consumers were assured last month that they need not be concerned about oil floating over a large producing area of Louisiana.

Oil from five wells which exploded in the Gulf of Mexico recently off Empire had given the oysters in that area an oily, unpalatable taste.

Not all of the oyster beds in the affected area from Bastian Pass to Grand Isle have become oily in taste, for the oil is in streaks and patches.

The oysters in the affected area which normally will not be harvested until February will be subject to careful inspection by the commission as well as the state board of health.

If it is found that these oysters at that time are unpalatable and not a quality food product, they will not be marketed.

### Louisiana Shrimp Cannery Oppose Lifting of Shrimp Ban

The Louisiana shrimp canning industry announced its opposition last month to proposed legislation which would eliminate a ban against trawling for shrimp during the closed season.

The proposal is up for consideration in the special session of the Legislature now convening in Baton Rouge.

H. R. Robinson, chairman of the industry's shrimp cannery committee said the proposal can only spell difficulty for the Louisiana shrimp industry.

Louisiana and Florida are the only two Gulf states showing an increase in shrimp production during 1958 as compared to last year. This was attributed to emergency legislation adopted last June for a "tight closed season".

Robinson said the current proposal comes under the guise of allowing trawling for bait. He said it is his com-



"Captain Rocket" is owned by W. L. Hardee of Brownsville, Texas and powered by a 150 hp. D-342 Caterpillar Diesel and 3:1 reduction gear turning a 50 x 34 Federal propeller. Included in the equipment is a Walter Clean-Flo keel cooler, Yocam batteries, Ritchie compass, 515½ T Stroudsburg hoist, and Marine Products bilge pump. She was built by Diesel Engine Sales, Inc., St. Augustine, Fla.

mittee's contention that instead of this being only a minor change it would work seriously to the detriment of the over-all shrimp harvest. He added that previously when bait trawling was permitted there was a rapid and steady decline in the tonnage of shrimp.

### Louisiana Shrimp Landings Up

Shrimp unloaded at the Morgan City, Berwick and Patterson plants during October totaled 368,000 pounds, compared with only 156,900 pounds in October last year. The catch was almost all white shrimp, with only 2000 pounds out of the total amount being Brazilian. The first ten days of November were somewhat disappointing, with fog and wind offshore cutting into production.

### Mississippi Seafood Commission Launches Statistical Plan

The Mississippi Seafood Commission recently gave approval for James Goff, secretary, to launch a statistical program. The program will determine the amount of aquatic life caught along the Mississippi Coast, including the various species. Such a program, it is believed, will help the commission both statistically and taxwise.

While it is Goff's intention to set up the program on a cooperative basis with the seafood dealers and fishermen, it will be mandatory that the program be carried out. The law provides provisions for collecting such data.

Forms will be sent out and they will be filled with information and returned to the commission where data will be compiled.

### New Trawlers Launched at Biloxi Yard

Francis Brander, owner of Brander's Shipyard, Biloxi, Miss. recently launched a 62-ft. deep sea shrimp trawler with an 18.6 ft. beam. The vessel, the *Cousin*, was the second of four being built for the Liberty Fish Co. of Galveston, Texas. The other two boats are now under construction.

The Covacevich Shipyards at Biloxi have launched two boats recently—the *Miss Harlingen* for Steve Bacyawski and the *Bob Jace* built for Eule Duet of Cut Off, La. The *Miss Harlingen* will be used in fishing off the Texas coast. It has a 20 ft. beam and is 69 ft. long. J. D. Covacevich, third generation boat builder of Covacevich's Shipyards,

One fleet is St. Mary's man hounded

Born when 1 years h hooker the 85' of Cape

His which this bo down North, his bo Coast

After number However off No hours

Cape sala, he too

### Rhode Prog

Acco partm Rhode quaha This dredg Sakon Decer plant from mout

Bei fish A cided tonge

Th there Cove mari Islan

DECE





Capt. Joseph Giacalone of Boston, Mass., and his 80' dragger "St. Marco" at Hathaway Machinery Co. dock, Fairhaven, Mass., where her new 335 hp. Waukesha Diesel was installed.



## "St. Marco"||One of Top Boats in Boston's T-Wharf Fleet

One of the top money-makers in Boston's T-Wharf fleet is Capt. Joseph Giacalone who owns the 80' dragger *St. Marco*. While only 41 years old, this successful fisherman has already had a long, adventurous and well-rounded career.

Born in Italy, Capt. Giacalone came to this country when he was 13 and started fishing at 15. In the last 20 years he has owned four boats, the first one being the 46' hooker *Savoia*. Giacalone sold this boat in 1943 and bought the 85' mackerel seiner *Marjorie*, with which he fished out of Cape May, N. J. and Norfolk, Va. for several years.

His next vessel was the 96' ex-mine sweeper *Assertive* which he renamed the *St. Bernadette*. When he took over this boat, she was in South Carolina, and he decided to go down to get her so he could visit the South. On his way North, Giacalone struck a severe storm off Cape Hatteras, his boat sprung a leak and he had to be towed in by the Coast Guard.

After fitting out the *St. Bernadette*, the Captain made numerous good trips to the Grand Banks and Sable Island. However, on one of his trips he ran into two 80-mile gales off Nova Scotia, during which he drifted 42 miles in 24 hours while laying-to.

Capt. Giacalone's next move was to skipper the *Mar-sala*, but this berth was short lived. A few months after he took command, the vessel exploded and burned off

Pollock Rip Lightship, and the crew was picked up by the *Geraldine & Phyllis* which happened to be near by.

After this episode, Giacalone went ashore for a year as a butcher. But the salt water was in his veins, so he went back to sea, this time skippering the *Leonard & Nancy*.

Three years ago, he purchased the *Carolyn and Priscilla* at Portland, Me., and renamed her *St. Marco*. Built at Kennebunkport, Me. 14 years ago she has proven a profitable boat.

Early last Summer, Giacalone had an extensive renovating job done on the *St. Marco* by Hathaway Machinery Co., Fairhaven, Mass. A new Model LRDBM, 335 hp., 1200 rpm. Waukesha Diesel was installed, which gives a speed of 10½ knots. The engine has a #3774 Snow-Nabstedt 3:1 reduction gear and Twin Disc direct drive power take-off.

The vessel was fitted with new wiring, switchboard, and piping. New steel engine trunk and steel mast were installed. Engine beds were replaced, auxiliary equipment was overhauled, and her 55 x 42 Columbian propeller was reconditioned. Also added were new 4½" Tobin Bronze propeller shaft and Goodrich Cutless stern bearing.

Today, the *St. Marco* is in first class condition and ready for many more years of productive service. She is presently groundfishing in the Channel, landing weekly trips at Boston Fish Pier. Capt. Giacalone carries a 7-man crew including engineer James La Piccolo and cook Gus Ciulla.

## Rhode Island Transplanting

### Program of Great Value

According to John L. Rego, director of the State Department of Agriculture and Conservation, the state of Rhode Island has transplanted nearly \$850,000 worth of quahaugs in five years.

This estimate was made after a public hearing with dredgers recently, at which it was agreed the lower Sakonnet River would be opened to power dredging on December 1. The area contains 13,000 bushels of transplanted shellfishing south of a boundary across the river from Fogland Point, Tiverton to McCurry's Point, Portsmouth.

Before the hearing with the dredgers, the State Shellfish Advisory Council met in Mr. Rego's office and decided to open four new areas on December 8 to hand tongers and bullrakers.

These areas and bushels of quahaugs transplanted there are near Barrington Beach, 15,000 bushels; Potter Cove at Prudence Island, 8,000; Wickford harbor near the marine patrol base, 3,000; upper Sakonnet river near Island Park, 3,000.

## Greenport, New York Boats Busy

### with Record Run of Butter Fish

A record fall run of butter fish kept two of the local trap fishermen busy recently. According to Capt. James Davis of the Greenport Sea Food Co., who for many years has been engaged in commercial fishing in Greenport waters, the largest run of butter fish in over forty years occurred last month.

Two trap fishing boats the *Osprey*, owned by Capt. Frank Eldredge of East Marion had 60 boxes of fish aboard and the *Samuel Foster*, owned by the Greenport Sea Food Co. and skippered by James Davis, docked with 150 boxes of fish.

Two days later the *Samuel Foster* returned to port with a cargo of 125 boxes of fish, and majority of which were prime jumbo butter fish which bring a premium price in the New York market.

The icing and boxing of the fish for shipment to Fulton Market kept the commercial fishermen and their helpers busy.

The Greenport Sea Food Co. has three fish traps set west of Jessups and one at North Haven. Capt. Eldredge has traps set up in the bay.



Profile view of 123' San Diego, Cal. tuna boat, "Southern Pacific". Converted from bait to seining operations, she is powered by an 800 hp. Enterprise Diesel turning 3-blade, 72 x 44 propeller. Her capacity is 250 tons.

## "Southern Pacific"

(Continued from page 8)

Tropical Tuna Commission which compared catches per day out of port of both bait boats and purse seiners, using just yellowfin and skipjack as the means of comparison. On these two species during the period from 1951 through 1957 the bait boats averaged 2.53 tons per day out of port, and the seiners averaged 2.50 tons per day out of port, though both had seasonal fluctuations in which they were above or below the average.

Thus the ATA bulletin concluded, if the two types of fishing produced the same averages on yellowfin and skipjack, the purse seiners' increased efficiency must lie in their catches of other types of tuna. By adding bluefin to the species used in the comparison, the bulletin said, the purse seiners' average would be hiked to nearly five tons per day out of port, while the bait boats, which normally do not fish bluefin (bluefin do not respond to bait fishing sufficiently to make it a useable technique) remained nearly the same.

The bulletin also noted that use of power blocks, nylon nets, increased efficiency in spotting schools by airplanes, and fewer seiners competing for fish, also helped increase the efficiency of the seiners still active.

Thus while the bulletin did caution that it is too soon to tell if seining is more efficient and cheaper, the results of the recent years are impressive, and the new equipment may help the seiners meet the competition of Japanese imports which now threaten the U. S. industry.

To convert his bait boat to a seiner, Brito removed his bait tanks, turning the gained area into more storage capacity. The vessel did not alter its present brine freezing system which was used before. Next, a 35C Marco power block was added at the top of a new 66 ft. high steel mast, and a 50 foot, ten ton steel boom to handle the nets was installed. The new power block can draw up the entire net in just over one-half hour.

Hydraulic equipment was furnished by Marine Construction and Design of Seattle. Two winches are used to control the guy wires attached to the steel boom and are used to move it into various positions. Made by the Marco Co. of Seattle, they are driven by a 50 hp. gear head, constant speed, 140 rpm., 3-phase, 60-cycle, electric motor. There is a winch for boom lift and one verticle winch for handling the cork purse lines. A 2-hp. electric motor, supplies power for the winches installed to handle steel lines to the nets.

A 23 ft. wide turntable was built by the Larson boat works, and one of the largest skiffs used on a west coast seiner, a 28-foot long steel-hulled boat was built for the

seiner by the Mardesich Cabinet and Boat Works of San Pedro. It is powered by a 100 hp. 6-cylinder four cycle, Osco-Ford Diesel engine.

Nets supplied by Fishermen's Co-operative of San Pedro consisted of 5000 6" x 3 3/4" Spongex floats on 420 fathoms of 2" nylon cork lines made by American Mfg. Co.

Nets include 20 bales of 4 1/2 x 42 nylon net and four bales of 8 x 48 nylon all furnished by Starr Netting Co. Chain lead line supplied by Taylor and Chain Co. included 2 tons of 3/4" galvanized chain, 1/2 ton of bridle chain (1/4"). Manila ropes were supplied by American Mfg. Co. In addition the boat already had 900 ft. of 9/16 by 6/19 galvanized chain, and 160 fathoms of 5/8 x 6/19 galvanized chain.

The materials make up a complete net 420 fathoms long and 36 fathoms deep. Total cost of netting was \$42,000.

The *Southern Pacific* was originally built in Tacoma at the Martinac Shipyard in 1947, has a wooden hull, and is 123 ft. long, 28 ft. 7 in. wide and as a seiner will have a capacity of about 250 tons, according to Brito, slightly more than its capacity as a bait boat. Power is supplied by the original engine; an 8-cylinder, supercharged, 800 hp. Enterprise Diesel, which has an operating speed of 400 rpm. and turns a 1300 pound, 3-blade, 72 x 44 propeller. The crew of the seiner consists of 13, including the skipper, the same number as before.

While Brito's boat is already at sea, another bait boat, the *Challenger*, owned by Norman Mezin of San Pedro, is being converted to a seiner at a shipyard in San Diego. Still another boat, the *Santa Helena*, owned by Van Camp Sea Food Co. is being converted at the Fellows and Stewart yard in San Pedro and will be ready about January 1. It will be the largest seiner on the coast, with a capacity of 365 tons, it was reported by Van Camp officials.

Last year the *Sun King*, owned and skippered by Larry Zuanich of San Pedro, was converted at a San Diego shipyard. At the end of his first year of fishing with the converted seiner, Zuanich reports he is "well satisfied" with the change and increased his catch by over one-third the first eight months of this year.

Thus the trend goes, taking with it the San Pedro fleet and the San Diego bait boat fleet. What changes will finally result are uncertain, but that there will be changes, no one can doubt.

## Gulf Caribbean Meeting

(Continued from page 7)

characteristic echograph tracings is under study. Night-light observations have been supplementary. Gear trials have been largely restricted to midwater trawling. Extensive use of two types of lampara (California and West African purse lampara), night lights, and other gear has awaited the completion of the preliminary survey.

Harvey R. Bullis, Fish and Wildlife Service, and Robert M. Ingle of Florida's State Board of Conservation seemed optimistic about offshore scallop possibilities. Speaking of the new fishery for scallops in West Florida they showed that exploratory fishing for scallops produced results indicating commercial abundance offshore of Bay and Gulf counties and in other contiguous areas.

With this information available, one Panama City producer sent boats into the suggested areas during the spring of 1958. Commercial production was easily accomplished. Two producers in Apalachicola made trial fishing trips and found commercial quantities of scallop with ease.

This offshore spring fishery they felt, could offer an adjunct to inshore scallop fishermen who operate only in the summer. It might also attract some of the shrimp boats that now are so abundant along the northern Gulf coast.

Andrew E. Jones and Edwin S. Iverson of the Marine Laboratory, University of Miami, Florida presented an account of research made into the size of shrimp and distribution of fishing effort on the Tortugas Grounds.

A year's research, they said, has been completed on

(Continued on page 22)



"I repowered with  
CAT because I wanted  
good performance  
and service!"



Connie Esmark, Marine Contractor, New Rochelle,  
New York

"Cat Engines are really fine—mine runs perfectly and has required no repairs in the last 8 months. I bought the engine for the service it gives me." The *Sigwan* is powered by a D337F Engine. She tows construction equipment all the way from the New England Coast to Florida.

You'll be more than satisfied with a Cat Marine Engine in your boat—it is conservatively rated, and you are furnished with a certified statement of its horsepower capabilities. It is built to last—many go for 10,000 to 20,000 service meter hours before overhauls. It burns lowest cost fuels to save you money. And it's backed by H. O. Penn Machinery Co.—and Caterpillar Dealers everywhere along the coast. Call us for complete details.

Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co.

## H. O. PENN MACHINERY CO., INCORPORATED

140th Street and East River, New York 54, N. Y. — Phone: CYpress 2-4800  
1561 Stewart Avenue, Westbury, L. I., N. Y. — Phone: EDgewood 4-7000  
Dutchess Turnpike, Poughkeepsie, N. Y. — Phone: GLOBE 2-1200  
136 Day Street, Newington, Conn. — Phone: (Hartford) JACKson 7-4153  
Route 17, Tuxedo Park, N. Y. — Phone: TUXedo 4-0402

**CATERPILLAR**  
sales • parts • service

## ONLY Stroudsburg Hoists offer these features!



Heavy, cast iron,  
corrosion-resistant  
drums

Oversize brakes  
with interwoven  
linings

Compact design—  
all controls within  
arm's reach

Designed  
specifically  
for double-net  
operations

Built for clockwise  
or counterclockwise  
rotation

Rugged  
construction for  
maintenance-free  
service

Stroudsburg Hoists incorporate many features that have made them first choice among fishing boat owners and operators. The new Model 515 1/2 TS Triple Friction Drum Hoist is no exception. This rugged unit was designed especially to meet the requirements of double-net trawling.

Compact construction, with two main front and rear drums closely integrated and trynet drum elevated, permits easy one-man operation. It is normally supplied with two cast iron winch heads but brass winch heads are available as optional equipment.

For complete information on the Model 515 1/2 TS Hoist see your Stroudsburg Hoist Dealer today or write for literature.

Yours free for the asking... new full line folder.



**STROUDSBURG  
ENGINE WORKS, INC.**

STROUDSBURG, PENNSYLVANIA

Serving industry since 1903

B-2C2



**TOPS** for  
rugged  
service in  
workboats of  
all types!



## FEDERAL PROPELLERS . . .



Standard sizes  
in all types thru  
72" dia.

Diesel Shipbuilding Company, builder of the tug *Indio*, is another of the outstanding firms convinced that the best way to provide maximum conversion of power to thrust, smooth and economical propeller performance, is to equip each vessel with a FEDERAL PROPELLER. They know, too, that because of FEDERAL'S famous "B" bronze's exceptional resistance to corrosion they often last as much as 3 times as long as those of ordinary bronze. And because of the great strength of "B" bronze, FEDERAL wheels will take severe impact without damage . . . often preventing costly haul-outs. For every type of workboat FEDERAL has a propeller that will provide the most in performance and lasting value. See your FEDERAL dealer or write to us for a FREE propeller recommendation. Ask for Propeller Analysis Form.

## FEDERAL PROPELLERS

GRAND RAPIDS 3,  
MICHIGAN

(Continued from page 20)

sizes of shrimp in different depths of water on the Tortugas shrimp grounds by the laboratory. This work, supported by the U. S. Fish and Wildlife Service, covered two important phases of this study: to determine the sizes of shrimp found at various depths; and to determine the distribution of fishing effort on the grounds.

In general, the mean size of shrimp was found to increase with depth, but range of shrimp sizes in individual samples was found to be wide. Considering a single depth, there was also found to be variation in the mean size of shrimp with time and with change in latitude.

Fishing effort was found to be highly concentrated at times during the year, and to be dispersed across the grounds at other times. Fishing effort was generally higher on the southeast quarter of the fishing grounds. When concentration of the fleet was observed, it occurred on the southern half of the grounds from 11 fathoms on the eastern portion to 20 fathoms on the western portion.

Fish and Wildlife Service representative, Warren Rathjen, cited recent explorations for red snapper in the Gulf of Mexico, which showed unexpected results in regard to bottom trawling.

Experimental trawling operations for red snapper in the Gulf of Mexico utilized fish trawls similar to those used in the North Atlantic groundfish fishery, he stated. Explorations during 1957 and 1958 have included cruises to the northern and eastern Gulf of Mexico and the Campeche Bank. Fair catches of snapper have been made in the northern Gulf. Good results were accomplished during operations in the Campeche area. One of the most encouraging aspects of the study to date has been the satisfactory performance of New England type trawls over bottom which in the past has been considered too rough for trawling. Explorations are scheduled to continue, Rathjen said, giving emphasis to locations which have shown commercial potential.

### Biological Studies Showing Productive Results

Presenting the progress of biological research on the Tortugas Grounds, Iversen and Dr. C. P. Idyll of the Marine Laboratory, University of Miami, explained several facts of importance to the analysis of availability. The brightness of the moon is negatively related to shrimp catches; during the full of the moon the catch per boat per night is lower than during the dark of the moon. The sizes of shrimp landed by fishermen show that there are considerable differences in the sizes normally bought by different dealers, and that therefore the fishermen are able to fish for the particular sizes wanted by their dealer. This they declared, bears directly on the analysis of the catch per unit of effort and also affects conservation methods. Larger mesh nets used during escapement experiments caught more pounds of shrimp than did the smaller mesh nets.

Addressing the biological session, David H. Wallace from the Oyster Institute of North America discussed the improved techniques for collecting seed oysters in the Chesapeake area.

Collection of seed oysters in the Chesapeake area has been confined to planting of oyster shells on the bottom, and subsequent removal of the shells after setting occurs and the spat have grown to the point where they can be moved safely. This method has been fairly successful but has resulted in large losses of shells in the bottom, and produced seed highly variable in quality.

Studies in the Chesapeake seemed to indicate that the best zone of setting was just above the bottom and upward about two feet. Wire bags have been constructed two feet high, filled with oyster shells, and placed on the bottom so that they presented the maximum surface for setting. The results seem to indicate that this technique is a practical and commercially feasible method of collecting set in certain parts of the Chesapeake Bay. A similar procedure has been used in the Delaware Bay with comparable results.

# GLOUCESTER'S NEWEST DRAGGER

The 87-foot "Grace and Salvatore"

Proves a  
Fast  
Fisherman

Sturdily Built  
for  
Rugged Service



At Gamage's you will find unexcelled facilities for building all types of wooden vessels up to 140 feet, under cover. There are two covered building ways, with overhead cranes for installing machinery. Your new boat can leave Gamage's completely equipped, ready to fish.

## HARVEY F. GAMAGE, SHIPBUILDER

SOUTH BRISTOL, MAINE

"A Good Place to Build a Good Boat"

was in charge of construction. His father, A. W. Covacevich, owner of the shipyard, built the *Bob Jace* which is 69 ft. long and has a 20 ft. beam.

### Blast Sinks Alabama Boat

A blast caused by an overflowing fuel tank, aboard a Bayou la Batre shrimp boat injured one man and did approximately \$1,500 damage to the craft. The shrimper, *Calamity Jane*, began taking on water immediately after the explosion and sank before the fire did more damage. Capt. John Jordon received minor burns about the head and other parts of the body.

### Seafood Inspection Office Moves

The Fish & Wildlife Service recently announced that it has moved the Region 2 Seafood Inspection Offices from College Park, Md. to Pascagoula, Miss.

The unit will be administered by the Gulf and South Atlantic Technological Research Bureau at 239 Frederic St. in Pascagoula.

Ten firms are now packing various seafood products under continuous inspection of the unit and receive the Inspection Shield insignia of the U. S. Department of Interior on their products.

### Mississippi Dredging Reefs Closed

Upon the advice of Bruce Strawbridge, biologist for the Mississippi Shellfish Commission, oyster reefs for dredging in Mississippi were closed for this season.

Chester Delacruz, president of the commission, said oysters were too scarce to justify dredging. However, the commission was to make another inspection this month to check on their findings. Many small oysters were discovered on the reefs at the time of inspection. The commission wishes to make every effort to prevent destruction of these small oysters. Mr. Strawbridge pointed out that if they are left on the reefs they will possibly yield a good crop next year.

## Season's Greetings

from

## THE HARRIS CO.

Specializing in Serving Fishermen Since 1921

Dragging Equipment • Fuel  
Marine Hardware • Batteries • Pumps  
Wire Rope • Seines • Groceries

## ELECTRONIC SALES & SERVICE

Lavoie R.C.A. Bendix  
Munston Elac Lodar

188 Commercial St.

Telephone Spruce 4-1401

PORTLAND, MAINE

**PRESS  
FOR  
POWER**



# apelco

## AE-75M RADIO TELEPHONE

Now...reach those distant stations...with miles to spare! AE-75M...a powerful 90 watt transmitter combined with a receiver having extra high sensitivity for weak signal reception...new modern circuitry and features throughout.

AE-75 is unusually compact yet gives you the high power extra channels and wide frequency coverage necessary for long range cruising.

**AUDALOK** too! This feature protects receiver against overload and distortion from strong nearby stations... gives full gain on weak signals. Positive-action noise limiter reduces annoying static bursts, insures better, quieter reception.

Small size makes mounting easy. Drawer-type construction provides accessibility, simplifies installation, adjustment. AE-75M is ruggedized, protected against moisture, fungus. Dependable!

### HIGHLIGHTS:

- ▶ 90 watts input power.....
- ▶ 7-crystal controlled channels within 2000-6000 kc range
- ▶ AUDALOK, exclusive automatic volume control.....
- ▶ Positive noise limiter.....
- ▶ F.C.C. Type Accepted.....
- ▶ AE-TANDEM NETWORK...
- ▶ Full-vision, front panel metering.....
- ▶ Addition of FCR-2 Remote Control System permits full control from flying bridge or other remote position...

APPLIED ELECTRONICS CO., INC.  
SOUTH SAN FRANCISCO, CALIF.

## Texas Firm Has Three New Trawlers Delivered

Patterson Shrimp Co. of Brownsville has received delivery on three 62-ft. wooden-hull trawlers from the Diesel Engine Sales, Inc. of St. Augustine, Fla. The new boats are the *Anita Marie*, *Stephen M.* and *Pat and Joe*.

All boats have the same equipment and design. Power is delivered by 6-71 GM Diesels to 36 x 46 4-blade Federal propellers through 4.5:1 Allison reduction gears and 3-inch Tobin bronze shafts. Pumping needs are handled by a Gould Gear No. 1785 with a Flomax 5C as an auxiliary.

Each boat has four fuel tanks, capacity 4,000 gallons. 2 water tanks, 330 gallons; 1 lube tank, 55 gallons, all made by Specialty Tank and Equipment Co. An SH3-R Construction Machinery Co. hoist wound with Bethlehem cable is mounted on each deck. Ropes and rigging are Columbian.

Deckhouse equipment includes a Bendix DR-9 depth recorder, a Globe Master compass and a Metal Marine II automatic pilot. The boats have a beam of 18 ft. and draft of 6 ft. The fish hold has a capacity of 24 tons.

## Galveston Fishermen Join Association

Galveston, Texas fishermen recently voted to join the Texas Fishermen's Association rather than form an independent group to oppose a Texas Game and Fish Commission ruling which prohibits commercial fishing in the bays of Galveston, Harris and Chambers counties.

## Texas Oysters Staging Comeback

After a sharp reduction in oyster production, the industry is making a slow comeback in Texas through the aid of the Texas Game and Fish Commission. A new program started in 1948 is beginning to pay off and while the season is just beginning to get underway, oystermen are optimistic concerning the production outlook for the next five months.

## Texas Fishermen Oppose Net Ban

Commercial fishermen in the Galveston-Trinity Bay area hired an experienced lobbyist recently to carry their fight against closure of the Trinity and Galveston Bays to nets.

More than 100 fishermen from at least three counties attended a recent meeting protesting the ruling.

C. W. Tulp, Texas City, who presided, announced that W. D. McMillan of Galveston, executive secretary of the Texas Fisherman's Assoc. had been hired to help combat the state agency's ruling.

More than 2000 people in the areas are directly affected by the commission's ruling and if it stands it will create unemployment and have an adverse effect on Galveston's economy.

## Gulf Finfish Production Raised

Finfish production in the Gulf coast states of Texas, west coast of Florida, Mississippi, Alabama and Louisiana for the first ten months period totaled 6,753,000 pounds, as compared with 6,400,000 pounds taken during the same period in 1957. Blue crab landings totaled 8,541,000 pounds, as compared with 7,263,000 pounds for the same period in 1957.

These states produced more than 76,000,000 pounds of shrimp during the first ten months of 1958. This is somewhat less than the 79,000,000 pounds taken during the first ten months of 1957.

## Boats Return to Southeastern Gulf

Florida east coast shrimp companies who operate out of Aransas Pass, Texas during the summer and fall seasons are gradually withdrawing their trawlers from Conn Brown Harbor and returning them to the southeastern Gulf of Mexico for use during the winter and spring.

Ha

Adventure  
Agda W.  
Althea (3)  
Anastasia  
Annie Lou  
Annie M.

Barbara M  
Brother J

Cap'n Bill  
Captain D  
Carl Henr  
Carol & Es  
Catherine  
Charles E  
Christina  
Christine  
Comber (2)  
Connie F.

Falcon (3)  
Falcon (1)  
Friendshi

Gannet (2)  
Growler (

Harmony  
Hope II (2)

Invader (2)  
Ivanhoe (

Jacintha  
Janet & Jo  
Jennie (1)  
John G. M  
Julia DaC

Katie D.  
Kelbarsan

Laura A.  
Lorine H  
Louis A.  
Lubenray

Abram H  
Adele K.  
Aloha (2)  
Alpar (2)  
Amelia (2)

Babe Sea  
Baltic (1)  
Barbara A  
B. Estelle  
Bobby &  
Brant (2)  
Bright St

Camden  
Catherin  
Catherin  
Charles S  
Clipper (

Debbie J

Edgartov  
Eleanor (2)  
Elizabeth

Fairhave  
Flamingo  
Fleetwin  
Florence

Geraldin

Hilda Ga

Jerry &  
Josephin

America  
Averio (2)  
Carl J. (2)  
Carolyn  
Connie M  
Fairwea  
Jane Do

DECEMBER



# BOAT CATCHES

For Month of November

Hailing fares. Figure after name indicates number of trips.

## NEW BEDFORD (Mass.)

Adventurer (2)	47,500	Major J. Casey (3)	120,500
Agda W. (3)	62,000	Malvani B. (3)	64,800
Althea (3)	88,000	Marie & Katherine (3)	92,400
Anastasia E. (2)	51,200	Mary & Gloria (1)	22,000
Annie Louise (2)	25,000	Mary E. D'Eon (3)	50,200
Annie M. Jackson (4)	128,300	Mary Jane (1)	6,000
Barbara M. (3)	60,700	Mary J. Landry (3)	90,800
Brother Joe (2)	19,400	Mary Tapper (3)	106,000
Cap'n Bill II (3)	108,200	Midway (2)	64,000
Captain Deebold (2)	54,500	Mildred & Myra (1)	13,000
Carl Henry (3)	101,000	Miriam A. (2)	62,900
Carol & Estelle (3)	87,200	Molly & Jane (3)	88,800
Catherine & Mary (2)	103,900	Monte Carlo (2)	60,200
Charles E. Beckman (3)	41,500	Nellie Pet (3)	134,200
Christina J. (3)	105,500	North Sea (2)	55,600
Christine & Dan (1)	24,000	Pauline H. (2)	110,000
Comber (2)	51,800	Phyllis J. (2)	24,500
Connie F. (4)	101,300	Porpoise (3)	98,100
Falcon (3)	81,000	Richard Lance (1)	25,100
Falcon (N.Y.) (1)	14,400	Rita B. (2)	32,500
Friendship (3)	96,500	Roberta Anne (3)	103,100
Gannet (2)	68,500	Robert Joseph (2)	46,900
Growler (3)	87,000	Rosalie F. (3)	96,500
Harmony (4)	104,500	Rosemarie V. (4)	121,700
Hope II (2)	51,700	Rush (3)	98,500
Invader (2)	67,500	Sandra & Jean (1)	35,800
Ivanhoe (3)	69,300	Shannon (4)	67,000
Jacintha (2)	71,500	Sharon Louise (3)	75,500
Janet & Jean (3)	109,900	Smylyn (3)	110,400
Jennie (1)	28,800	Solveig J. (3)	98,500
John G. Murley (3)	137,600	Stanley B. Butler (2)	77,500
Julia DaCruz (3)	83,700	Sunbeam (3)	94,600
Katie D. (2)	68,600	Susie O. Carver (2)	40,500
Kelbarsam (1)	19,300	Teresa & Jean (3)	98,000
Laura A. II (3)	103,200	Two Brothers (2)	23,500
Lorine III (3)	92,800	Venture I (3)	129,800
Louis A. Thebaud (3)	70,100	Viking (3)	103,000
Lubenray (3)	84,200	Whaler (3)	75,500

## Scallop Landings (Lbs.)

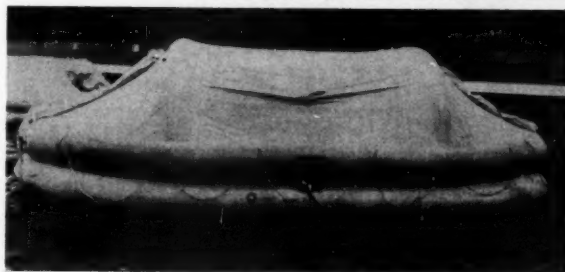
Abram H. (2)	12,000	Kingfisher (2)	21,400
Adele K. (2)	22,000	Laura A. (2)	22,000
Aloha (2)	22,000	Lauren Fay (2)	23,700
Alpar (2)	13,000	Lillian B. (2)	22,000
Amelia (3)	28,700	Linus S. Eldridge (2)	21,500
Babe Sears (2)	11,800	Louise (2)	25,600
Baltic (1)	11,400	Malene & Marine (3)	30,500
Barbara & Gail (2)	16,000	Mary Ann (2)	22,000
B. Estelle Burke (2)	20,500	Mary J. Hayes (2)	22,000
Bobby & Harvey (2)	14,900	Moonlight (2)	21,000
Brant (2)	21,800	New Bedford (2)	23,000
Bright Star (2)	22,900	Newfoundland (2)	21,500
Camden (2)	15,800	Noreen (2)	19,700
Catherine B. (2)	19,000	Pearl Harbor (2)	22,000
Catherine C. (3)	24,500	Pelican (2)	22,300
Charles S. Ashley (2)	21,800	Polaris (2)	14,000
Clipper (3)	25,100	Ruth Lea (2)	21,000
Debbie Jo-Ann (2)	22,000	Ruth Moses (2)	22,000
Edgartown (3)	35,400	Sandra Jane (3)	34,200
Eleanor & Elsie (2)	18,200	Sea Ranger (2)	22,000
Elizabeth N. (2)	20,300	Sippican (2)	22,400
Fairhaven (2)	22,000	Snoopy (2)	22,500
Fleming (2)	20,500	Stanley M. Fisher (2)	15,800
Fleetwing (2)	22,300	Stephen R. (1)	10,000
Florence B. (2)	21,200	Ursula M. Norton (2)	22,000
Geraldine (2)	24,500	Vivian Fay (2)	23,200
Hilda Garston (2)	25,700	Wamsutta (2)	14,000
Jerry & Jimmy (2)	20,500	Whaling City (2)	19,500
Josephine & Mary (2)	20,500		

## STONINGTON (Conn.)

America (10)	33,900	Lt. Thos. Minor (11)	17,700
Averio (10)	7,400	Luann (10)	50,800
Carl J. (11)	19,300	Marise (9)	7,800
Carolyn & Gary (10)	11,200	Old Mystic (9)	11,600
Connie M. (10)	10,400	Our Gang (4)	12,600
Fairweather (13)	33,900	Rita (7)	33,700
Jane Dore (11)	11,300	William B. (6)	17,700

# KNOWN SAFETY at Sea with the SEAFARER

## Inflatable Life Raft



Keeping afloat is not enough to insure survival at sea. The greatest hazard is exposure, and protection from the elements is essential. The Seafarer inflatable life raft gives maximum stability and fullest protection against climatic extremes.

These fishing vessels carry Seafarer Life Rafts

Gloucester: Kingfisher, Curlew, Judith Lee Rose, Baby Rose, Mary Rose, Golden Eagle, Metacomet. New Bedford: Pauline H., Vivian Fay, Snoopy. Boston: Minnie, Agatha & Patricia. Portland: Courier. The Harris Co. now is fitting out its fleet with Seafarer Life Rafts.

If you have to replace one of your dories, invest in a life raft.

For particulars, write the U. S. Distributor

CAPT. A. J. PEDERSEN, 78 Woodmont St., Portland, Maine

The Seafarer is made by Dunlop Rubber Co., Ltd.

Inventory at Boston, Portland, and New Bedford

## ★ ★ Fisherman's ★ ★ Bracket



For Steel Boats.  
Economically Priced.

Particularly useful when available shelf space is limited. Combines strength, economy and positive alignment in use with quadrantal spheres. Links may be used if slewing of spheres is necessary.

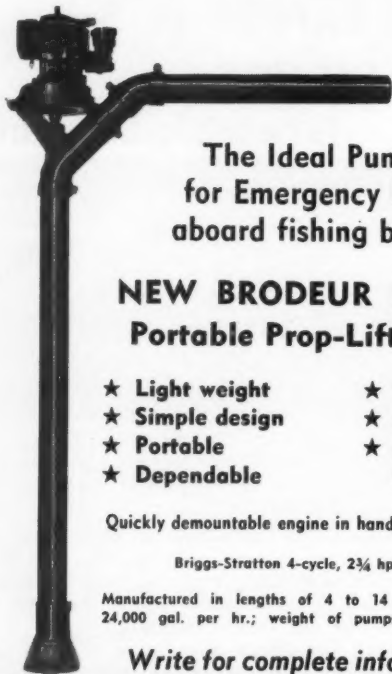
Bracket and arm in one-piece cast bronze. 2 sizes, for accommodating Ritchie Flat Top Compasses, either regular or underlit. Model B-6, for 6" Compass with 3 1/2" Spheres; Model B-7, for 7" Compass with 4" Spheres.

SEE YOUR DEALER OR WRITE US YOUR  
REQUIREMENTS;  
GET OUR CATALOG.

E.S. **RITCHIE** & SONS, Inc.

PEMBROKE, MASS.

"Guiding Fully Found Craft Since 1850"



The Ideal Pump  
for Emergency Use  
aboard fishing boats

## NEW BRODEUR HI-VOL Portable Prop-Lift-Pump

- ★ Light weight
- ★ Simple design
- ★ Portable
- ★ Dependable
- ★ Hi-capacity
- ★ Efficient
- ★ Economical operation

Quickly demountable engine in handy, carrying case

Briggs-Stratton 4-cycle, 2 3/4 hp. engine

Manufactured in lengths of 4 to 14 ft.; capacity to 24,000 gal. per hr.; weight of pumps 34 to 64 lbs.

Write for complete information

**BRODEUR MACHINE CO., Inc.**

Pump Division

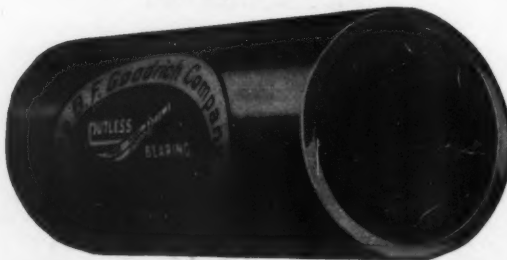
62 Wood Street

New Bedford, Mass.

# B.F. Goodrich

## Cutless Bearings

For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble-free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment Dealers.

**Lucian Q. Moffitt, Inc.**

AKRON 8, OHIO

Engineers and National Distributors

## BOSTON (Mass.)

Agatha & Patricia (2)	110,100	Mary Rose (1)	45,500
Alphonso (1)	7,500	M. C. Ballard (2)	97,600
Angie & Florence (3)	32,400	Michael G. (1)	10,000
Annie & Lucy (1)	7,000	Michigan (2)	124,300
Arlington (2)	195,500	Minnie (2)	120,800
Atlantic (2)	90,700	Mother Frances (3)	92,700
Baby Rose (2)	95,100	Nautilus (3)	103,800
Bay (2)	68,100	New Star (2)	165,800
Blue Waters (2)	79,100	Notre Dame (3)	95,400
Bonnie (2)	124,500	Ohio (2)	115,500
Brighton (2)	91,900	Olympia LaRosa (4)	113,700
Buzz & Billy (3)	64,100		
Cambridge (3)	231,700	Pam Ann (1)	54,300
Cap'n Bill (2)	47,400	Patty Jean (2)	209,700
Caracara (3)	108,400	Phantom (2)	98,100
Carmela Maria (2)	16,000	Phillip & Grace (1)	49,900
Carmen & Vince (4)	133,500	Pilgrim (2)	85,900
Charlotte M. (2)	118,400	Plymouth (2)	103,500
Columbia (1)	38,600	Princess (2)	24,500
Comet (2)	84,300	Puritan (2)	96,000
C. R. & M. (2)	67,100		
Dolphin (2)	44,000	Racer (2)	124,500
Eagle (1)	59,300	Raymonde (4)	204,300
Elizabeth B. (2)	107,600	Red Jacket (2)	124,500
Ethelena (3)	99,600	Regina Maria (1)	44,100
Flying Cloud (2)	146,000	Rosa B. (2)	130,800
Four (2)	81,900	Rosie (4)	69,900
Geraldine & Phyllis (3)	75,800	Rush (2)	128,000
Grace & Salvatore (2)	85,300		
Hazel B. (3)	133,200	St. Marco (3)	85,100
Holy Family (1)	85,300	Santa Rita II (1)	9,900
Jane B. (2)	110,000	Sea Queen (1)	48,500
J. B. Junior (2)	67,200	Stanley B. Butler (1)	50,500
Jeanne D'Arc (3)	49,700	Star of the Sea (N.B.) (3)	25,700
Josephine P. II (2)	26,000	Sunlight (1)	32,300
Leonarda (1)	8,000	Swallow (2)	109,000
Leonard & Nancy (3)	72,200		
Magellan (3)	101,100	Terra Nova (2)	128,000
Manuel R. Roderick (3)	113,600	Texas (2)	180,200
Mary & Joan (2)	85,900	Thomas D. (3)	60,300
		Thomas Whalen (2)	74,800
		Villanova (3)	90,100
		Vincie N. (3)	130,300
		Weymouth (2)	97,600
		Winchester (2)	155,600
		Wisconsin (3)	181,100

## GLOUCESTER (Mass.)

Acme (11)	58,500	Madonna DiTrapani (2)	7,500
Agatha (2)	158,000	Malolo (3)	118,000
Agatha & Patricia (1)	61,000	Manuel P. Domingoes (1)	160,000
American Eagle (1)	22,000	Margaret Marie (4)	27,500
Anna Guarino (6)	17,500	Marianna II (5)	97,000
Annie (5)	23,500	Mary (7)	18,000
Anthony & Josephine (11)	65,000	Mary Ann (8)	179,000
Ave Maria (4)	21,000	Mary Jane (2)	355,000
Blue Waters (1)	60,000	Mary Rose (1)	62,000
Bonnie Bill (2)	56,500	Metacomet (3)	41,500
Bonnie Billow (2)	330,000	Morning Star (6)	195,500
Bonnie Breaker (1)	200,000		
Carpe Cod (4)	12,000	Nancy & Maria (7)	127,500
Cape & Vince (4)	76,000	Natale III (4)	257,500
Cigar Joe (7)	106,000	North Sea (1)	165,000
Clinton (4)	11,500		
Columbia (1)	12,000	Ocean Spray (2)	34,500
Courier (1)	70,000	Olympia (7)	257,000
Curlew (2)	315,000	Our Lady of Fatima (1)	200,000
Dawn (9)	23,500	Our Lady of Tears (12)	20,000
Dolphin (1)	6,000		
Doris F. Amoro (2)	65,000	Philip & Grace (1)	12,000
		Pilgrim (1)	11,000
Eddie & Lulu M. (11)	28,000	P. K. Hunt (2)	97,000
Emily H. Brown (1)	175,000	Prosperity (5)	41,000
Estrella (1)	220,000		
Eva M. Martin (1)	8,500	Regina Maria (1)	35,000
Eva II (9)	24,000	Rose & Lucy (4)	87,000
Falcon (7)	110,500	Rosemarie (5)	150,000
Flo (1)	185,000	Rose Mary (1)	56,000
Frances R. (5)	160,000	Rosie & Gracie (5)	147,000
Frankie & Jeanne (1)	1,500		
Gaetano S. (1)	26,000	St. Anna Maria (6)	132,000
Giacoma (10)	21,500	St. Cabrini (7)	241,000
Golden Dawn (4)	39,500	St. John (2)	4,500
Grace & Salvatore (1)	20,000	St. Joseph (3)	110,000
Holy Family (1)	80,000	St. Mary (6)	210,500
Holy Name (6)	112,500	St. Nicholas (2)	350,000
Ida & Joseph (9)	181,000	St. Peter (5)	98,000
Immaculate Conception (4)	111,000	St. Peter III (7)	142,500
Irma Virginia (2)	5,000	St. Providence (8)	33,000
Jackie B. (9)	268,000	St. Rosalie (6)	162,000
Jackson & Arthur (3)	11,500	St. Stephen (6)	24,500
J. B. N. (3)	55,000	St. Terese (7)	209,500
Jennie & Lucia (1)	25,000	St. Victoria (5)	456,000
Joseph S. Mattos (1)	170,000	Salvatore & Grace (6)	265,500
Josie II (6)	27,500	Sea Queen (2)	43,000
Judith Lee Rose (2)	450,000	Sebastiana C. (8)	275,000
Kingfisher (2)	415,000	Serafina N. (5)	181,000
Lady of the Rosary (4)	118,000	Serafina II (5)	183,500
Linda B. (12)	48,000	Sunlight (2)	46,000
Little Flower (7)	239,000		
		Theresa M. Boudreau (2)	385,000
		Tipsy Parson (7)	13,500
		Villanova (2)	420,000
		Vincie N. (2)	17,000
		Virginia Ann (7)	180,000
		White Owl (7)	12,500
		Wild Duck (2)	285,000

## PORTLAND (Me.)

Agnes & Elizabeth (3)	33,100	Medan (1)	250,000
Alice M. Doughty II (9)	163,500	Nancy B. (1)	13,000
Andarte (2)	30,000	Quincy (1)	65,000
Courier (3)	76,000	Theresa R. (3)	148,000
Dorothy & Ethel II (3)	36,500	Vagabond (3)	59,500
Elinor & Jean (6)	50,500	Vandal (3)	147,500
Gastano S. (1)	15,100	Wavenock (2)	419,000
Gulf Stream (1)	123,000	Winthrop (2)	63,000
J. B. N. (1)	14,700		

## ROCKLAND (Me.)

Araho (3)	124,000	Ocean (1)	255,000
Ellin B. (1)	9,000	Rhode Island (2)	14,000
Flo (2)	57,000	Squall (1)	300,000
John J. Nagle (2)	340,000	Storm (1)	300,000
Little Growler (2)	14,800	Tide (1)	270,000
Mabel Susan (5)	8,500	Wave (1)	285,000

## Scallop Landings (Lbs.)

Pocahontas (1)	11,000
----------------	--------

## WOODS HOLE (Mass.)

Annie Louise (1)	2,100	Lynn (4)	29,300
Arnold (4)	53,200	Madeline (3)	10,500
Bernice (2)	7,900	Marie & Katherine (1)	5,700
Carl Henry (1)	4,400	Metacomet (1)	1,200
Carole Ann (2)	28,200	Mist (1)	300
Curlew (4)	22,000	Phyllis J. (1)	8,200
Dautless (1)	2,100	Roann (3)	64,600
Driftwood (3)	2,300	Robert-Joseph (1)	5,500
Elizabeth Ann (1)	7,900	Sandra & Jean (1)	3,100
Familia (4)	27,100	Southern Cross (3)	52,600
Gertrude D. (2)	43,200	Susie O. Carver (1)	4,000
Grayling (1)	2,500	Three Bells (3)	36,400
Kelbarsam (2)	21,700	Viking (1)	5,000
Little Jeff (1)	1,000	Winifred M. (1)	4,500

## NEW YORK

Andrea G. (2)	69,000	Joseph S. Mattos (2)	53,400
Austin W. (2)	62,000	Lady of Good Voyage (3)	79,600
Edith L. Boudreau (2)	59,300	Manuel P. Domingoes (1)	27,000
Evelina M. Goulart (2)	69,000	North Cape (2)	38,500
Golden Eagle (1)	25,000	Tina B. (4)	102,100

## Scallop Landings (Lbs.)

Beatrice & Ida (1)	10,000	Ida K. (1)	11,000
Carol-Jack (2)	19,800	Karina T. (1)	10,000
David A. (2)	22,000	Muskegon (1)	7,200
Enterprise (1)	6,600	Norseman (1)	6,100
Felicia (2)	22,000		

## SEATTLE (Halibut Fleet Fishery)

Albatross (1)	21,500	Lloyd (1)	16,600
Anne (1)	17,200	Mermald (1)	14,300
Bergen (1)	20,500	Oceanus (1)	11,100
Gloria II (1)	10,600	Presho (2)	19,500
J. B. (1)	10,100	Sylvia (1)	12,000

## "Grace & Salvatore"

(Continued from page 9)

#450 Shipmate oil-burning range; two galvanized fresh water tanks of 600 gallons capacity; stainless steel sink, dresser tops of Formica; and built-in ice refrigerator with Fiberglas insulation. Mahogany berth fronts and mahogany trim are used throughout the fo'c's'le.

Two built-in berths are located in the after cabin. Mahogany fronts and trim has been used and ample locker and storage space is also provided in this area.

A hot water boiler, oil-fired, connected to radiators in the engine room, after cabin, pilot house, and Captain's stateroom provide an adequate heating system. Aft of the pilot house is located the Captain's stateroom which has built-in berth, locker, storage space and chart table.

Nearing completion at the Gamage yard is a 70' dragger, to be named *Valiant Lady*, for Capt. Antonio Vasques of New Bedford, Mass. Of Eldredge-McInnis design, she will be powered with a 6-110 General Motors Diesel, sold by Hubbs Engine Co.

Also under construction by Gamage is a 70' dragger for Capt. Ingolv Aadland and Magne Aadland (Aadland Fishing Corp.) of New Bedford. She is to replace the *Antonina* and will use this vessel's Model WAKD, 160 hp. Waukesha Diesel. Of Condon design and similar to the *North Sea*, the new craft will be the 14th from this model built by Gamage.

## EVERYTHING IN ELECTRONICS

Serving the Marine Industry  
Since 1930

Ten Licensed Technicians

## LOUIS POSNER MARINE RADIO EQUIPMENT, Inc.

265 Northern Ave.  
BOSTON 10, MASS.  
Liberty 2-2452

10 Rogers Street  
GLOUCESTER, MASS.  
Telephone 1173



Navigation Lights



Searchlights  
Lever control

## SEARCHLIGHTS NAVIGATION & FLOOD LIGHTS



IMMEDIATE SHIPMENT ON  
CARBONS, LAMPS & REPAIR PARTS  
Write today to Dept. N1 for  
complete specifications.  
4562 W. Mitchell Ave. Cincinnati 32, Ohio



Searchlights  
Wheel control



Signalling  
Searchlights

## NETS • RAKES • TONGS

Bait Netting - Wire Baskets  
Rope - Lobster Pot Heading Twine - Corks  
LARGE STOCK

Prompt, intelligent, personal attention to your order

## W. A. AUGUR, Inc.

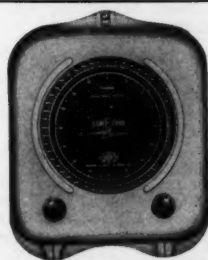
54 Beekman Street New York 38, N. Y.  
BEekman 3-0857

## FOR BETTER FISHING MODEL "C"

"SUrECho"  
MORE DEPTH PER \$  
120 Fathoms  
For 6, 12, 32 V. D.C.  
and 110 V. A.C. Operation  
Accurate • Reliable •  
Sea Going



Ask your dealer



Send for descriptive folder.

## WILFRID O. WHITE & SONS, INC.

(Formerly Kelvin-White Company)  
178 ATLANTIC AVE., BOSTON 10, MASS.  
406 Water St., Baltimore 2, Md. 40 Water St., New York 4, N. Y.  
EXPORT DEPT.: 100 E. 42nd St., New York 17. Cable: PHILYORK



# WHERE-TO-BUY DIRECTORY

## AIR STARTING MOTORS

Ingersoll-Rand Co., 11 Broadway, New York 4, N. Y.

## ANCHORS

Danforth Anchors, 2121 Allston Way, Berkeley, Calif.

"Northhill": Air Cruisers Div., Garrett Corp., Belmar, N. J.

## ANTIBIOTICS

Chas. Pfizer & Co., Inc., 630 Flushing Ave., Brooklyn 6, N. Y.

## BATTERIES

Bowers Battery & Spark Plug Co., Box 1262, Reading, Pa.

Crescent Battery & Light Co., Inc., 819 Magazine St., New Orleans 12, La.

Excide Industrial Division—The Electric Storage Battery Co., 42 South 15th Street, Philadelphia 2, Pa.

Surrette Storage Battery Co., Salem, Mass.

## CANS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

## CLOTHING

A. J. Tower Co., 24 Simmons St., Boston, Mass.

United States Rubber Co., Rockefeller Center, New York, N. Y.

## COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

## COMPASSES

John E. Hand & Sons Co., Atlantic & Washington Avenues, Haddonfield, N. J.  
Marine Compass Co., Pembroke, Mass.  
E. S. Ritchie & Sons Inc., Pembroke, Mass.  
Wilfrid O. White & Sons, Inc., 178 Atlantic Ave., Boston 10, Mass.

## CORDAGE

Bob Stone Cordage Company, Chariton, Iowa.  
Cating Rope Works, Inc., Maspeth, N. Y.  
Columbian Rope Co., Auburn, N. Y.  
The Edwin H. Fittler Co., Philadelphia 24, Pa.  
New Bedford Cordage Co., 131 Court St., New Bedford, Mass.

## DEPTH SOUNDERS

Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.  
Edo Corporation, College Point, L. I., N. Y.  
Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.  
Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.  
Wilfrid O. White & Sons, Inc., 178 Atlantic Ave., Boston 10, Mass.

## DIESEL TESTING EQUIPMENT

Kiene Diesel Accessories, Inc., 10352 Pacific Ave., Franklin Park, Ill.

## DIRECTION FINDERS

Bludworth Marine, 92 Gold St., N. Y. 7, N. Y.  
Kear Engineering Corp., Palo Alto, Calif.  
Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.  
Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

## ELECTRIC GENERATING PLANTS

D. W. Onan & Sons, Inc., University Ave., S.E. at 25th, Minneapolis 14, Minn.

## ENGINES—Diesel

Allis-Chalmers, Buda Division, 1135 S. 70th St., Milwaukee 1, Wisc.  
American MARC Inc., 1601 W. Florence Ave., Box 549, Inglewood, Calif.  
Burneisher & Wain American Corp., Lathrop Engine Div., Mystic, Conn.  
Caterpillar Tractor Co., Peoria, Ill.

Cummins Engine Co., Columbus, Ind.

Detroit Diesel Engine Div., General Motors Corp.,

13400 W. Outer Drive, Detroit 28, Mich.

Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif.

Fairbanks, Morse & Co., Chicago, Ill.

Ford Marined Engines, Osco Motors Corp., 3627 N. Lawrence St., Philadelphia 40-AF, Pa.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Hercules Motors Corp., 101 Eleventh St., S.E., Canton, Ohio

Lister-Blackstone, Inc., 42-32 21st St., Long Island City 1, N. Y.

H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

Perkins Machinery Co., Inc., Exit 53 Route 128, Needham Hts., Mass.; 4 Water St., Fairhaven, Mass.

Petter Engine Div., Orenda Industrial, Inc., 34-14 58th St., Woodside 77, N. Y.

Red Wing Marine Corp., Red Wing, Minn.

Waukesha Motor Co., Waukesha, Wisc.

White Diesel Engine Division, White Motor Co., Springfield, Ohio.

Wolverine Marine Dept., The Coulter & McKenzie Machine Co., 35 Union Ave., Bridgeport 3, Conn.

## ENGINES—Gasoline

Burneisher & Wain American Corp., Lathrop Engine Div., Mystic, Conn.

Marine Engine Division, Chrysler Corp., 7700 Russell St., Detroit 11, Mich.

Ford Marined Engines, 3627 N. Lawrence St., Philadelphia 40-AF, Penna.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Norseman Marine, 105 Nevada St., Oshkosh, Wisc.

Red Wing Marine Corp., Red Wing, Minn.

## ENGINES—Outboard

Evinrude Motors, 4670 N. 27 St., Milwaukee 16, Wis.

Johnson Motors, 6300 Pershing Rd., Waukegan, Ill.

## FISH KNIVES

R. Murphy Co., Ayer, Mass.

## FISHING GEAR

The Harris Co., Portland, Me.  
Marine Construction & Design Co., 2300 Commodore Way, Seattle 99, Wash.  
Westerbeke Fishing Gear Co., Inc., Fish Pier Road, Boston 10, Mass.

## FLARE SIGNALS

Kilgore Inc., International Flare Signal Div., Westerville, Ohio

## FLEXIBLE HOSE LINES

Aeroquip Corp., 300 South East Ave., Jackson, Mich.

## FLOATS

Dale Plastics Corp., 5736 12th St., Detroit 8, Mich.

J. H. Shepherd Son & Co., Elyria, Ohio.

B. F. Goodrich Sponge Products Division, Shelton, Conn.

The Linen Thread Co., Inc., 418 Grand St., Paterson 1, N. J.

## GENERATING SETS

Allis-Chalmers, Buda Division, 1135 S. 70th St., Milwaukee 1, Wisc.

Winpower Mfg. Co., Newton, Iowa

## GENERATORS

Safety Industries, Inc., Box 904, New Haven 4, Conn.

Winpower Mfg. Co., Newton, Iowa

## HEAT EXCHANGERS

Sen Dure Products, Inc., 95 E. Union St., Bayshore, N. Y.

## HOOKE

O. Mustad & Son, Oslo, Norway.

"Pfueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

## INSULATION

"Styrofoam" (Expanded Dow Polystyrene): The Dow Chemical Co., Midland, Mich.

## LIFE RAFTS

"Seafarer": Capt. A. J. Pedersen, 78 Woodmont St., Portland, Me.

## LORAN

Edo Corporation, College Point, L. I., N. Y.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

## MOTOR GENERATORS

Safety Industries, Inc., P.O. Box 904, New Haven 4, Conn.

## NETS

W. A. Augur, Inc., 54 Beekman St., New York 38, N. Y.

The Fish Net & Twine Co., Menominee, Mich.

The Linen Thread Co., Inc., 418 Grand St., Paterson 1, N. J.

Moodus Net & Twine, Inc., Moodus, Conn.

Joseph F. Shea, Inc., East Haddam, Conn.

A. M. Starr Net Co., 10 Summit Street, East Hampton, Conn.

Western Trawl & Supply Co., Freeport, Texas.

OIL—Lubricating  
The California Oil Co., Perth Amboy, N. J.

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

Socony Mobil Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

Standard Oil Co. of California, Standard Oil Bldg., San Francisco, Calif.

## PAINTS

The Federal Paint Co., Inc., 33 Rector St., New York 6, N. Y.

Henderson & Johnson, Inc., Gloucester, Mass.

International Paint Co., Inc., 21 West St., New York, N. Y.

Pettit Paint Co., Belleville, N. J.

Tarr & Wonsley Ltd., Gloucester, Mass.

C. A. Woolsey Paint & Color Co. Inc., 205 East 42nd St., New York 17, N. Y.

## PLYWOOD

Douglas Fir Plywood Assoc., Tacoma 2, Wash.

## PRESERVATIVES

Robeson Preserve Co., 214 Merchant St., Port Huron, Mich.

## PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.

Federal Propellers, Grand Rapids, Mich.

Ferguson Propeller and Reconditioning Co., 1132 Clinton St., Hoboken, N. J.

Hyde Windlass Co., Bath, Maine.

Michigan Wheel Co., Grand Rapids, Mich.

## PROPELLER RECONDITIONING

Columbian Bronze Corp., Freeport, N. Y.

Ferguson Propeller and Reconditioning Co., 1132 Clinton St., Hoboken, N. J.

## PROPELLER REPAIRS

Columbian Bronze Corp., Freeport, N. Y.

Ferguson Propeller and Reconditioning Co., 1132 Clinton St., Hoboken, N. J.

Haskell & Hall, Inc., 36 Webb St., Salem, Mass.

## PROPELLER SHAFTS

The American Brass Co., Waterbury 20, Conn.

The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

## PUMPS

Brodeur Machine Co., Inc., Pump Div., 62 Wood St., New Bedford, Mass.

Jabco Pump Co., 2031 N. Lincoln St., Burbank, Calif.

Sudbury Laboratory, South Sudbury, Mass.

## RADAR

Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.

Decca Radar Inc., 539 West 25th St., New York 1, N. Y.

Edo Corporation, College Point, L. I., N. Y.

Lavoie Laboratories, Inc., Morganville 16, N. J.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

## RADIO TELEPHONES

Applied Electronics Co., Inc., 213 E. Grand Ave., South San Francisco, Calif.

Bludworth Marine, 92 Gold St., New York 38, N. Y.

Hudson American, 29-01 Borden Ave., Long Island City 1, N. Y.

Kaar Engineering Corp., Palo Alto, Calif.

Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

## RANGES—Galleys

"Shipmate"—Shipmate Stove Division, Souderton, Pa.

"Shipmate" and "Webbperfection"—Elisha Webb & Son Co., 136 S. Front St., Philadelphia 6, Pa.

Harry C. Weiskittel Co., Inc., 4901 Pulaski Highway, Baltimore 24, Md.

## REDUCTION GEARS

Auto Engine Works, Inc., 333(A) North Hamline Ave., St. Paul 4, Minn.

Snow-Nabstedt Gear Corp., Welton St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

The Walter Machine Co., Inc., 84 Cambridge Ave., Jersey City 7, N. J.

Western Gear Corp., P. O. Box 126, Belmont, Calif.

## RUST PREVENTIVES

Sudbury Laboratory, South Sudbury, Mass.

## SEARCHLIGHTS

The Carlisle & Finch Co., 4562 W. Mitchell Ave., Cincinnati 32, Ohio

## SHIPBUILDERS

Blount Marine Corp., Warren, Rhode Island.

Diesel Engine Sales Inc., St. Augustine, Fla.

Diesel Engine Sales of Ft. Myers, Fla., Inc., 2909 Frierson, Ft. Myers, Fla.

Harvey F. Gamage, So. Bristol, Maine.

General Marine Boatyard, Inc., Fort Myers Beach, Fla.

Gladding-Hearn Shipbuilding Corp., 1 Riverside Ave., Somerset, Mass.

Morehead City Shipbuilding Corp., Morehead City, N. C.

## SILENCERS

The Maxim Silencer Co., 126 Homestead Ave., Hartford, Conn.

## STARTING FLUID

Spray Products Corp., P. O. Box 844, Camden 1, N. J.

## STEERING GEAR

Metal Marine Pilot, 342 Golden Gate Ave., Tacoma, Wash.

## STERN BEARINGS

Byron Jackson Tools, Inc. 1900 E. 65th St., Los Angeles 1, Calif.

"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.

## TRAWL CABLE METERS

Olympic Instrument Laboratories, Vashon, Wash.

## TWINE

Brownell & Co., Inc., Moodus, Conn.

Columbian Rope Co., Auburn, N. Y.

## V-BELTS

Flexible Steel Lacing Co., 4683 Lexington St., Chicago 44, Ill.

## VOLTAGE REGULATORS

Safety Industries, Inc., Box 904, New Haven 4, Conn.

## WINCHES

Hancock Marine, 1567 No. Main St., Fall River, Mass.

Hathaway Machinery Co., Inc., New Bedford, Mass.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

## WIRE ROPE

American Steel & Wire Division, United States Steel, Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio.

Hackensack Cable Corp., 110 Orchard St., Hackensack, N. J.

John A. Roebling's Sons Co., Trenton 2, N. J.

Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

## FOREIGN BAILINGS

**TWO NEW FACTORYSHIP** freezer trawlers have been contracted by a Greek firm from an Austrian shipyard. The new vessels will be added to the three presently being operated by the firm in Atlantic waters. The three vessels now fishing were purchased from a West German company.

The new trawlers are 216 feet long, beam about 36 feet, moulded depth 27 feet, and the 1,580 hp. engine will provide a speed of 14-15 knots. Freezing capacity will be about 18-20 metric tons in 24 hours and the fish hold capacity will be close to 500-550 metric tons of frozen fish. The new vessels will have over double the frozen fish storage space of the three now operating.

## THE JAPANESE FISHERIES

Agency has requested a total of \$13,545,288 for its fiscal 1959 budget as compared to the 1958 budget of \$7,804,630. Among the major items for which large increases are being asked are fisheries surveys and investigations; measures to increase production of existing fisheries; control and guidance of fisheries in distant waters and development of new fishing grounds, and promotion of foreign-based fishing. Funds for re-insurance of fishing vessels dropped to second place in total amount requested.

Several new items proposed in the new budget are to provide for assistance to the prefectural fishery experiment stations; aerial surveys of coasts to provide data for preventing tsunami and typhoon waves damage; and for a central fishery radio atop the Agriculture and Forestry building in Tokyo. The station will enable the Agency to keep direct contact with its patrol craft and inspectors aboard motherships, as well as broadcast emergency warnings.

## RUSSIAN PORTS RECEIVED

as the total quantity of fishery products during 1957, 2,850,000 metric tons, according to a recent report. There were decreases in the quantity of fish landed off the coasts and in the Caspian Sea. However, landings of fish in the North Sea, and in the North Atlantic and Antarctic oceans increased considerably.

Production of frozen fish in the USSR increased in 1957 as compared with 1956. Canned and smoked fishery products production was also higher.

The increased fishery landings are partly due to the addition of 9 new trawlers to the Soviet fishery fleet. The trawlers, 3,700 gross tons each, are equipped to remain at sea for periods as long as two months. As a result fisheries in the Antarctic Ocean and waters of the far east have expanded considerably.

## Index to Advertisers

W. A. Augur, Inc. ....	31
Auto Engine Works, Inc. ....	6
The Boston Metals Co. ....	34
Brodeur Machine Co., Inc. ....	30
The Carlisle & Finch Co. ....	31
Columbian Rope Co. ....	1
Federal Propellers ....	22
Harvey Gamage, Shipbuilder.....	27
General Marine Boatyard, Inc.....	34
Gladding-Hearn Shipbuilding Corp. ....	34
The Harris Co. ....	27
Haskell & Hall, Inc. ....	34
Hathaway Machinery ....	4
Hubbs Engine Co. ....	36
Lister-Blackstone, Inc. ....	23
Wm. M. McClain, Inc.....	34
Lucian Q. Moffitt, Inc.....	30
H. O. Penn Machinery Co., Inc.....	21
Louis Posner Marine Radio Service Inc. ....	31
E. S. Ritchie & Sons, Inc. ....	29
John A. Roebling's Sons Co.....	6
Seafarer Life Rafts ....	29
Socony Mobil Oil Co., Inc.....	35
Standard Oil Company of California ....	2
Stroudsburg Engine Works ....	21
Westerbeke Fishing Gear Co.....	34
Western Trawl & Supply Co.....	34
Wilfred O. White & Sons ....	31

# For The Finest Shrimp-Trawls—Any Type WESTERN TRAWL & SUPPLY COMPANY

HOME OF "WESTERN JIB" TRAWLS (U.S. PAT. 2,816,386)

**FREEPORT, TEXAS**

MARLON OR COTTON NETTING — ROCHESTER WIRE ROPE — NEW BEDFORD CORDAGE

## BOAT & GEAR MART

Classified Advertising Rates: \$1.00 per line, \$5.00 minimum charge. Count 9 words to a line. Closing date, 25th. National Fisherman, Goffstown, N. H.

### FOR SALE

Cruisers, draggers, auxiliaries—all types and sizes. If you are in the market for anything in that line, please write us—no inquiry too small to merit attention. KNOX MARINE EXCHANGE, INC., CAMDEN, MAINE.

### BOATS AND SHIPS FOR SALE AND CHARTER

Purse seiners, draggers, trollers, freezer vessels, tugs, barges, water taxis, cargo ships, tankers, passenger ships, dedges, yachts, surplus type vessels and used marine equipment. World-wide contacts. JERRY'S BOAT SALES, 310 West 7th St., San Pedro, Calif.

### GOVERNMENT SURPLUS EQUIPMENT LIST

Buy surplus direct from Government at tremendous savings. Boats, motors, gear, machinery, power tools, truck jeep, hundreds others. List \$1.00. Surplus Bulletin, Box 169NAE, East Hartford 8, Conn.

### FOR SALE: NEW BEDFORD, MASS.

Boat *Anastasia E.* 61' long, 7.3' deep. G. M. engine just overhauled. Boat is now fishing. Eastern rig. Owner retiring. Call Jose Dias, 368 Orchard St., New Bedford, Mass. Wyman 6-5946 after 5 PM.

### FOR SALE

42' party boat, hull stripped, excellent buy for beginner. Asking \$1,000. See at A-C Boat & Engine Works, 535 Carson Ave., Atlantic City, N. J. Owner, L. Genung, 1124 Trenton Ave., Point Pleasant, N. J. Tel. TWinbrook 9-1862.

### DRAGGER "JACK" FOR SALE

39' x 12' x 3'6", 4 cylinder Gray Diesel, 2-1 reduction. Boat and equipment in First Class condition, now in full operation. Call SE 3-6551 or write to D'Intino Bros. Fishery, Sea Isle City, N. J.

## SHRIMP BOATS BUILT TO ORDER

*All Types of Marine Repairs*

## GENERAL MARINE BOATYARD, Inc.

Don Kiesel

John Pterudis

FORT MYERS BEACH, FLORIDA

Telephone Mohawk 3-4971 and 3-4071



## A New Service by HASKELL & HALL, Inc.

Offered to Boat Owners and Builders

Send us the Size, Pitch, Hand, Bore and Type of the Propeller you want. If it is a Used Wheel you want, we will try and locate it for you, either from our Large Stock on Hand or from Customers' Listings with us. If it is a New Wheel, we have Your Columbian Size in Stock Now. Whether you need a spare wheel or a wheel for every day use, you will find us most happy to help you.

Propeller Owners: List Your Surplus Wheels with us and let us sell them for you.

Warehouse Distributors for Columbian Bronze Propellers

**Propeller Repairs**

36 Webb St.

Salem, Mass.

Tel. Pioneer 4-3806

## STEEL FISHING BOATS

*Gladding - Hearn*  
SHIPBUILDING CORPORATION  
SOMERSET, MASS.

Commission Merchants and Wholesale Dealers in

**ALL TYPES OF FROZEN SEAFOOD**

**WM. M. McCLAIN, INC.**

231 S. FRONT ST. PHILADELPHIA, PA. 230 S. WATER ST.

## NEW TWIN-DISC MARINE REVERSE AND REDUCTION GEARS—3.05:1—MG150—MODEL X8708

Fits any GM-6-71 marine engine—offered right or left hand. Buy now while you can choose. Price: \$775 each, F. O. B. warehouse, Baltimore.

## THE BOSTON METALS COMPANY

313 E. Baltimore St. — Baltimore 2, Md. — ELgin 5-5030

To Sell your Boat, Engine, Gear  
Use the **BOAT AND GEAR MART**  
in National Fisherman

Rates: Only \$1.00 per line; minimum charge \$5.00

Send copy to NATIONAL FISHERMAN, Goffstown, N. H.

# WESTERBEKE FISHING GEAR CO., INC.

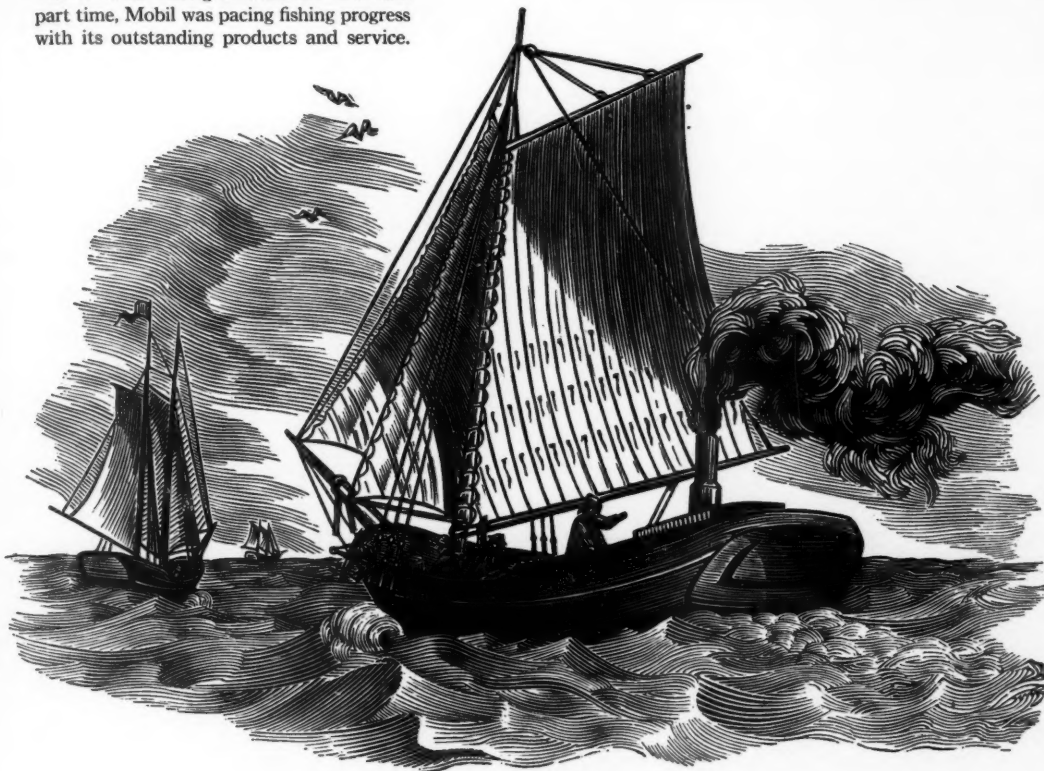
*Grimsby Trawls  
Wesco Cod-end Protectors  
Wire and Manila ropes*

— *Distributors* —  
**Boston 10, Mass.**  
Also store and warehouse Gloucester, Mass.

*Marine Hardware  
Danforth Anchors  
Paints — Fittings*



1898—when fishing trawlers still used sails part time, Mobil was pacing fishing progress with its outstanding products and service.

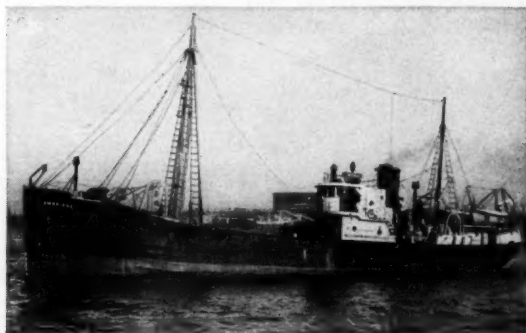


*True since the early days of fishing:*  
**Mobil Protection Pays Off!**

FROM the earliest steam-driven boats to today's sleek modern ones, Mobil has been first choice with commercial fishermen. Mobil's world-famous fuels and lubricants have a well-earned reputation among fishermen for protecting engine performance, cutting down repairs and maintenance, and assuring trouble-free operation. And Mobil's fast, expert service saves you time and money . . . keeps port time down to a minimum. No wonder so many commercial fishermen rely on Mobil!

Tune in "TRACKDOWN" every week, CBS-TV.

See your local paper for time and station.

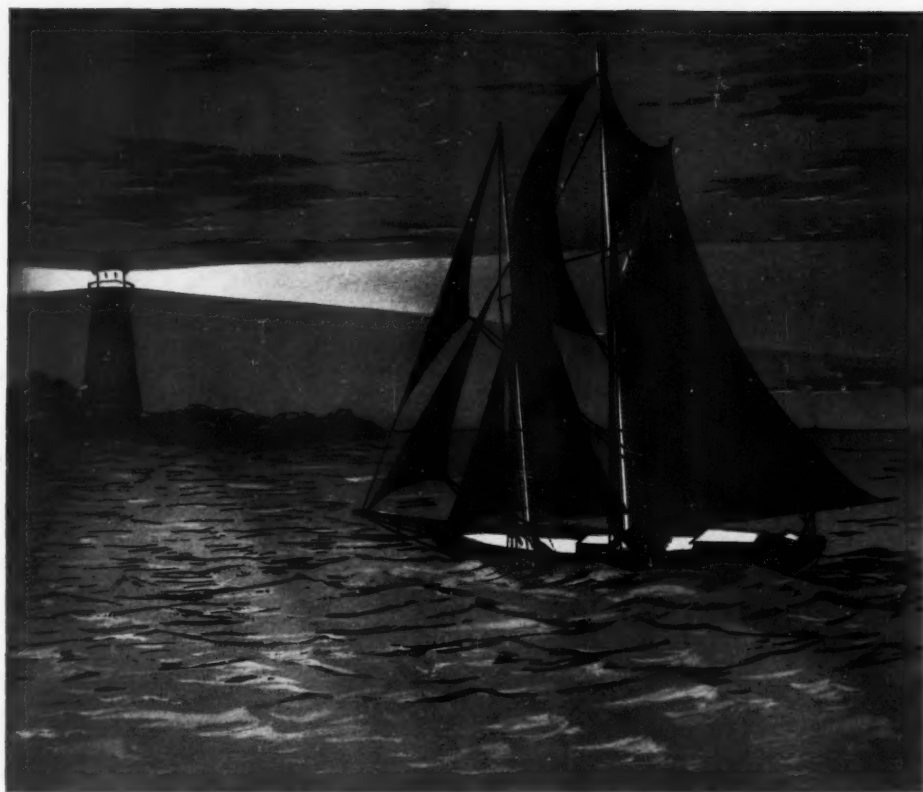


1958—trawlers are larger, more efficient . . . but still bring in the catch with the help of famous Mobil Marine products!



## Marine Products

SOCONY MOBIL OIL COMPANY, INC., and Affiliates: MAGNOLIA PETROLEUM COMPANY, GENERAL PETROLEUM CORPORATION



"Homeward Bound for the Holidays"  
*May yours be Merry and Happy*

**WATCH US! NEW ENGINES FOR 1959**  
 will give us a Complete Line of Power  
 —Diesel and Gasoline—for Every Boat.

**HUBBS**

**Engine Company**

1168 Commonwealth Avenue • Boston 34, Massachusetts • BEacon 2-1322

Branch office  
 141 Main St., So. Portland, Me.  
 SPruce 4-3466

*Distributors of* **DIESEL — GASOLINE**  
**INDUSTRIAL AND MARINE ENGINES**  
**GENERATING SETS — INDUSTRIAL POWER UNITS**

**MARMAC  
 CONTROLS**



**AMERICAN  
 MARC  
 DIESELS**



